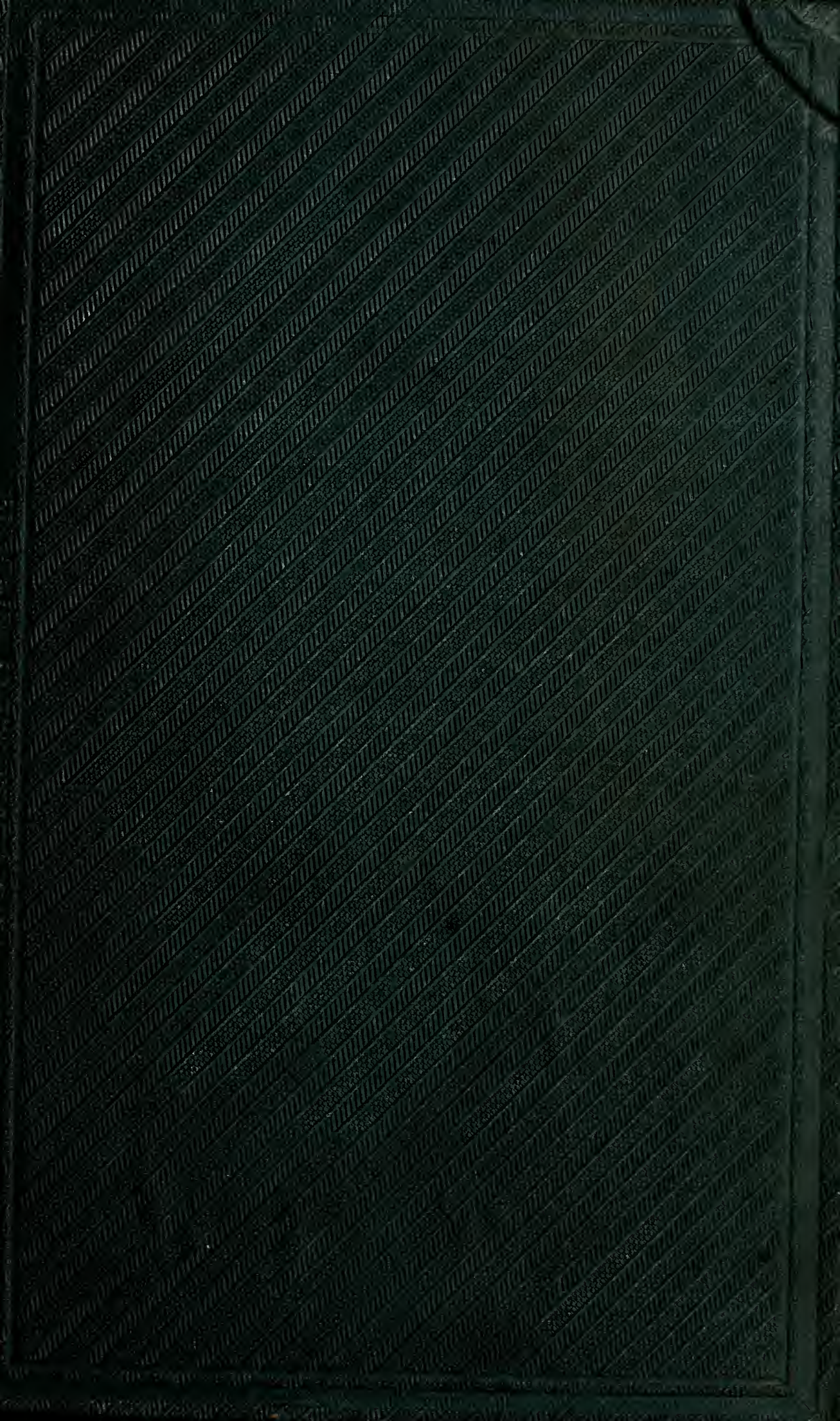




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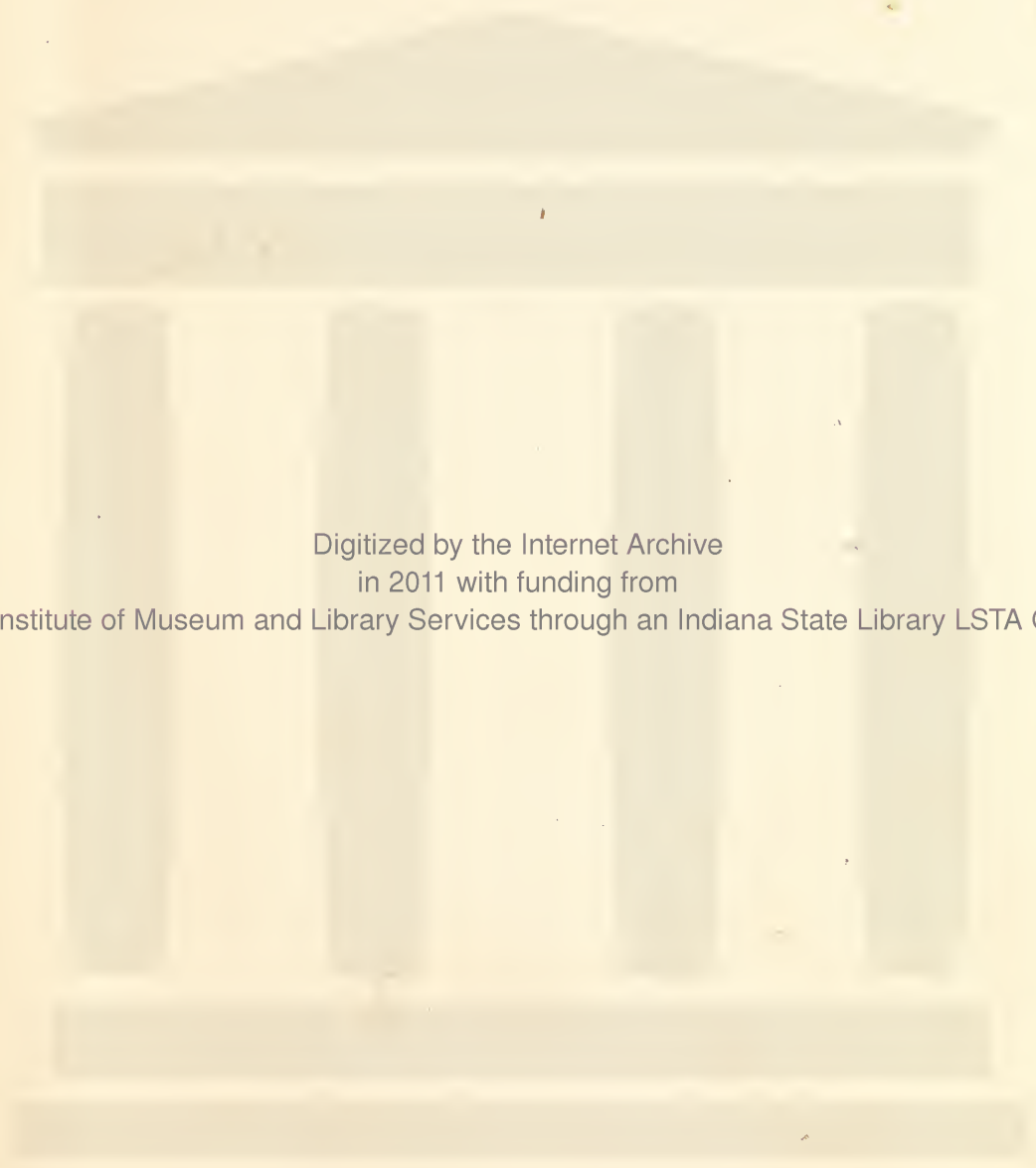
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MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE SECOND SESSION

OF

THE THIRTY-EIGHTH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE
1864.

mg 22461

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 5, 1864.*

SIR: In submitting the annual report of the transactions of this department and of the navy, with those of the several bureaus for the year, it affords me pleasure to assure you that the condition of affairs is satisfactory, and that the discipline and efficiency of the service continue to be faithfully maintained. After many years of peace and comparative inactivity, the officers and sailors of our navy were suddenly called to the performance of extraordinary and exacting duties, and during nearly four years of exhausting civil war they have manifested their attachment to the Union and their fidelity to the national flag by rigidly enforcing a gigantic blockade of our coast, by vigilantly patrolling the great national rivers of the interior, and by a succession of ocean and coast-wise expeditions, achievements which have not only added to our naval renown but greatly promoted our national integrity and strength.

When the change of administration took place in March, 1861, the war had already been virtually begun—the forts, and arsenals, and custom-houses, and mints, and navy yards, and national property within the rebel States had been seized without resistance. The retiring administration manifested its inability to assert the national authority, and its disinclination to vindicate the national supremacy, and closed its term, and that of the thirty-sixth Congress, without any preparatory measures for the tremendous convulsion which was even then shaking the Union to its centre and threatening our existence as a nation.

In six weeks after I had entered upon the administration of this department, a blockade, extending over more than three thousand five hundred miles of our coast, was ordered; and for this stupendous work, pronounced to be impracticable by the highest foreign authorities, we had a feeble navy, reduced to the lowest peace establishment, composed largely of sailing vessels, most of which were dismantled or dispersed abroad. Of the limited number of seamen authorized by law, only about two hundred were available at all our naval stations and receiving ships. Many of the officers became demoralized and deserted. In this enfeebled condition, without men, or ships, or ordnance, or resources placed at its disposal, the department was called upon to establish and enforce the most extensive blockade that was ever undertaken to be effectually maintained by any nation.

To make available every naval vessel, to recall our foreign squadrons, to increase our force by building new vessels, and by procuring for naval purposes, from the merchant service, every steamer which could be made a fighting vessel, to enlarge at once the capacity of the navy yards, to put in requisition the foundries and workshops of the country for supplies of ordnance and steam machinery, to augment the number of seamen, and to supply the deficiency of officers by selecting experienced and able shipmasters and others from the commercial marine, were among the important and responsible duties which were precipitated upon the department at that exciting and interesting period.

The measures promptly and energetically adopted caused an immense navy to spring into existence, not to carry on a maritime war, for the rebels had no navy to stimulate our sailors to glorious deeds, nor commerce to reward their activity ; but men, and ships, and ordnance, and supplies were speedily collected for the onerous naval duties needful to sustain our national unity and preserve our national rights.

Besides instituting the extensive blockade of the coast, naval expeditions were organized at the earliest possible period to assert and restore the national authority at important points within the insurrectionary region. The first of these expeditions was organized and sailed from Hampton Roads in August, under the command of Rear-Admiral Stringham, and resulted in the capture of Hatteras, and was the first re-conquest of a strong position which was effected on our coast. This was followed a few weeks later by the victory of Rear-Admiral DuPont at Port Royal, which secured a commodious harbor for the ships of the South Atlantic squadron. The achievements on the lower Mississippi, where Rear-Admiral Farragut dashed open the gates of the passage to New Orleans, and restored to the Union the commercial metropolis of the south, were accomplished the following spring. Those three important expeditions, comprising, in each case, a larger fleet than had ever been fitted out on this continent, and two of them seldom surpassed in naval annals, were planned, organized, and carried into execution in the first year of the war, in addition to an immense blockade, which was at the same time so vigilantly and rigorously enforced that the rebels even then felt and complained of its exhausting severity. Other harbors and places have from time to time been seized and occupied, the last being the bay of Mobile and the fortifications at its entrance, effected by the same distinguished officer who had thrown open the lower Mississippi to uninterrupted navigation two years before. Nor have the prowess and skill of our navy in this unhappy contest, involving the integrity of the Union and our national supremacy, been felt upon the seaboard alone. On our inland waters, at Fort Henry, at Donelson, at Shiloh, at Island No. 10, at Memphis, at Arkansas Post, at Vicksburg, at Port Hudson, and at almost every important place on the Mississippi, the Cumberland, the Tennessee and other rivers of the southwest, the navy has been active in re-establishing the national authority. A fleet of more than one hundred vessels has been put afloat on those waters, and most of them are now patrolling those rivers in the national cause.

It has been the policy of this department, rigidly adhered to under all circumstances, and from which it has not allowed itself to be diverted, never to permit the efficiency of the blockade to be impaired during these domestic troubles. Hence no large squadrons have been maintained on foreign stations. Cruisers and men-of-war have been sent out or ordered to important points to protect American interests, and capture or destroy the few predatory rovers which from time to time have ventured abroad to depredate on our commerce.

THE BLOCKADE.

The blockade of a coast line of three thousand five hundred and forty-nine miles in length, greater in extent than the whole coast of Europe from Cape Trafalgar to Cape North, is an undertaking without precedent in history. During our last war with Great Britain, when that power had eight hundred naval vessels in commission, not a single port of the United States was thoroughly closed. The most serious attempts of the great maritime powers have consisted in endeavors to interdict trade at a few of the principal ports of a belligerent. Immediately after closing the ports of the States in rebellion, and giving that act the character of a blockade, the efforts of this department were directed towards securing several harbors at comparatively equidistant points, as bases of operations for the several squadrons, where our naval vessels could receive their supplies and maintain themselves at their stations and on their cruising ground, without returning to northern ports for repairs and refitments. To have done this would not only have endangered the efficiency, but in some instances might have involved an abandonment of the blockade. To this end there were set on foot various coast expeditions which have resulted in our taking possession of or closing all the ports excepting Wilmington. From various causes, Cape Fear river is more difficult to blockade than any port on the coast of the United States. The two main entrances are forty miles apart, and these two are subdivided into several others, each of which affords an entrance to vessels. The water shoals gradually and regularly to the shore-line, and numerous isolated batteries are erected along the coast, so that a blockade runner of light draught is not under the necessity of making directly for the entrance, but can, by the lead, run close under the land protected by the batteries, and pass in over the bar at leisure. When coming out, a steamer will select her own time, thus securing every advantage, and she can pass either up or down the coast before making an offing, or she may proceed straight out to sea, trusting for her escape to the night and favoring darkness and mists, and the fact that she is under full speed, whilst the steamers blockading must have low steam.

Almost every vessel employed in violating the blockade has been constructed in England with great skill, regardless of cost, and with sole reference to engaging in this illicit trade, the profits of which are almost as remunerative as those attending the slave trade, a kindred traffic, that all christendom discountenances, and the most powerful maritime nations have combined in vain to suppress; yet the slave trade is carried on within limits which measure but a fraction of our extended blockade. The cupidity of English merchants, aided

by their vast resources, together with the advantages derived from those triangular depots of blockade runners and of rebel supplies—the ports of Halifax, Bermuda and Nassau, ports which will always be in sympathy with the enemies of this country—has induced them to engage in this trade. The illicit traffic with the rebels, who are making war upon our government, belongs to that code of commercial morals which prompted the smuggling of opium into China, and the rule of those who engage in it is to trade, legally or illegally. If it be illegal, it is the business of the Chinese and Americans, not of Englishmen, to prevent it.

Many who have failed to make themselves acquainted with the facts connected with the Wilmington blockade have been free and severe in their censures of the manner in which it has been conducted. The intelligent officers of the naval and merchant service who have labored with untiring zeal and assiduity, and watched with sleepless vigilance through weary months of winter and summer, and in all weathers, stimulated by the hope of benefiting their country and receiving its thanks, as well as by every inducement to fame and pecuniary reward, if successful, do not concur in the opinion that the port of Wilmington can be entirely closed by blockade.

Convinced, as this department always has been, that it is necessary to take possession of the entrances, so as to permit our armed vessels of light draught to go inside, no opportunity has been omitted to impress the necessity of joint naval and military operations for that purpose. The navy has been at all times ready to perform its part in such an expedition; but the army has not yet been able to unite in a conjoint movement. Neither branch of the service can expect to be successful in an attack upon this position independent of the other. Were there deep water at Wilmington, as at New Orleans, Mobile, and Port Royal, either of those operations could have been repeated at that point, but by reason of the shoalness of the water, an exclusively naval operation cannot be relied upon to be successful.

WESTERN GULF SQUADRON.

An object earnestly cherished by the navy, but which had been delayed for army co-operation, was the possession of the bay of Mobile. In anticipation that this would receive early attention, Rear-Admiral Farragut rejoined his squadron in January, but the operation was still further postponed for military demonstrations in Texas and on Red river.

Commodore Bell, who had been left in charge, actively co-operated with the army in its movements for the occupation of certain points in Texas.

The possession and occupation of Brownsville, briefly mentioned in my last report, was followed by a like movement at Brazos, Aransas, and Cabello passes, in all of which the naval forces detailed by Commodore Bell, and placed under command of Commander J. H. Strong, afforded all required assistance.

Prior to the occupation of the left bank of the Rio Grande, the mouth of that river had been made the rendezvous of vessels of various nationalities engaged in violating, indirectly, the blockade; the demoralized condition of Mexico, and the mutual rights of the two countries on the river and at its entrance, affording

unusual facilities to the illicit traders. Commander Strong reported some sixty vessels anchored in the Mexican waters of the Rio Grande, carrying on an extensive trade, chiefly in cotton, with the rebels through Matamoras, which had thus suddenly become a great commercial mart. This traffic, which had been prosecuted with success, in consequence of our inability, under treaty stipulations, to completely blockade the Rio Grande, was effectually stopped by the occupation of Brownsville, which was followed by the President's proclamation of February 18, 1864, relaxing, conditionally, the blockade of that port.

But this possession of the several ports of Texas was of short duration. After a few months' occupation the military forces were withdrawn, and the duty of guarding that extensive coast was thus again devolved exclusively upon the navy. Under orders, of August 18, to Rear-Admiral Farragut, the blockade was resumed on the 9th of September, and has been since maintained.

The bay of Mobile, guarded at its entrance by two imposing fortifications, constructed by the federal government in former years, was difficult to blockade, and was one of the principal ports for illicit trade with the rebels. It had been the steady purpose of this department to get possession of that bay as soon as operations on the Mississippi would permit the detachment of a sufficient co-operating military force for the expedition. But repeated co-operative movements having this purpose in view were commenced, and then abandoned for army operations elsewhere. In the mean time the rebels, availing themselves of this delay and of the advantages of this position, proceeded to the collection and construction of a formidable navy, with a view of raising the blockade.

The information received was of such a character that the department deemed it important that Rear-Admiral Farragut should resume his command, which he did, and on the 18th of January arrived off Mobile. It was no part of the plans or intentions of that officer or of the department to await the offensive movements of the rebel commander. To attack, not to defend, was his policy; and it was with some impatience that he awaited the means to justify him in putting that policy into successful operation. Knowing the disadvantage of attacking iron-cased vessels with wooden ones, and that, too, in the face and under the guns of heavy fortresses without a co-operating land force, he deferred the movement until the necessary elements of success could reach him. But in the mean time he stood ever ready to meet and measure his strength with the iron-clad fleet of Buchanan, should it venture to come out. Thus he constantly threatened an attack on Mobile, thereby aiding the army in its general movements elsewhere.

Military co-operation was secured in the early part of August, and two iron-clads from James river, and two from the Mississippi having reached him, Rear-Admiral Farragut, at 5.40 o'clock on the morning of the 5th of August, got his fleet under way and entered Mobile bay, passing between Forts Morgan and Gaines. Silencing their guns as he passed, he encountered the rebel squadron, which by 10 o'clock was dispersed, captured, or destroyed. This engagement, in many respects one of the most remarkable on record, and which added new lustre even to the renown of Rear-Admiral Farragut, was not without serious

loss on the part of his fleet. The most serious of these was the destruction of the iron-clad *Tecumseh*, one of his most formidable vessels, by a torpedo, early in the action, and the loss of her gallant commander, T. A. M. Craven, and nearly all of her brave officers and crew. It was from the *Tecumseh* that the first shot, was fired at Fort Morgan. The total casualties, not including those of the *Tecumseh*, were fifty-two killed, and one hundred and seventy wounded.

After the capture of one of the rebel gunboats by the *Metacomet*, and the retreat of two others under the guns of Fort Morgan, the iron-clad ram *Tennessee*, bearing the flag of the rebel Admiral Buchanan, maintained the contest. For a while the action was fierce and sanguinary. The wooden ships defiantly encountered the *Tennessee*, although her armor was impervious to their guns, while our iron-clads grappled fiercely with their formidable antagonist. The *Manhattan*, with one of her XV-inch shot broke through the armor of the *Tennessee*, and a monitor shot also disabled the steering gear, and thus rendered her helpless. At 10 o'clock she surrendered. Twenty officers and about one hundred and seventy men were captured in this vessel, and ninety officers and men in the *Selma*. The capture of these two vessels, and the retreat of the two remaining rebel gunboats under the guns of Fort Morgan, terminated the glorious battle of the 5th of August.

On the following day one of the iron-clads shelled Fort Gaines with such effect that Colonel Anderson, the commander, sent a communication to Rear-Admiral Farragut offering to surrender. General Granger, commanding the United States military forces was sent for, and the terms of capitulation were signed by the respective parties on board of the *Hartford*.

From this time onward movements were in progress for capturing Fort Morgan, and on the 22d of August, at day dawn, a bombardment was opened from the shore batteries, the monitors and ships inside, and the vessels outside the bay. At 6 a. m. of the 23d a white flag was displayed by the rebels, and at 2 o'clock p. m. the fort was unconditionally surrendered to the navy and army of the United States. A naval shore battery did good service on this occasion.

Fort Powell had been already attacked on the night of the 5th and blown up, the guns falling into our hands.

The capture of Forts Powell, Gaines, and Morgan, and the destruction of the rebel fleet, gave us possession of the bay, and closed the port to all ingress or egress of blockade runners. This was all that was contemplated. Possession of the city of Mobile could not make the blockade more effectual, and without a sufficient co-operating land force, which could not then be spared to take and hold the place, further demonstration was not advisable.

To obstruct naval operations, the bay had been strewn with torpedoes, and as late as the 13th of September Rear-Admiral Farragut wrote the department that he was still engaged in removing them. One hundred it was reported had been placed in the bay by the rebels.

EAST GULF SQUADRON.

The limits of the Eastern Gulf squadron have been extended so as to embrace within its cruising grounds the waters of the Bahamas and the vicinity of Cuba.

On the 7th of August Acting Rear-Admiral Bailey, whose health was suffering from the debilitating influence of the climate, turned over the command of the squadron, by permission of the department, to Captain Theodore P. Greene, the officer next in rank, and came north. Captain Greene continued in command until the 12th of October, when he was relieved by Acting Rear-Admiral C. K. Stribling.

Notwithstanding the sanitary precautions adopted for the health of this squadron, many of the vessels failed to escape the infection of the yellow fever, so much and so justly dreaded, and had to seek a northern climate during the summer. The system of promptly ordering vessels to a healthier locality the moment they became infected has been in its effects salutary, the ravages of the disease have thereby been checked, and the ship's complement soon restored to the usual standard of health.

Although the squadron was temporarily reduced by these withdrawals, no serious interruption took place in the disposition of the blockade, which has continued to be effective. Less frequent captures, and other indications, demonstrate that the traffic and communication with the Florida coast has pretty much ceased.

The monotony of blockade life has, in repeated instances, been broken by boat expeditions and armed incursions for the destruction of salt manufactories, which abound on the Florida shore, many of which are the public property of the insurgents. These expeditions, although apparently unimportant when compared with the great naval achievements which have given renown to our sailors in neighboring waters, have nevertheless inflicted serious injury upon the rebels, by exhausting their resources, and have developed the zeal and energy of our officers and seamen. A number of such expeditions have been organized during the year, and conducted to a successful issue with little loss of life, and without relaxing or neglecting the special and paramount service of the blockade.

In May an expedition was planned by the rebels for capturing or destroying one of our blockading steamers off Appalachicola. The organization consisted of some hundred men led by rebel naval officers. Information of the proposed movement was timely received, and a joint naval and military force was despatched against the party and succeeded in capturing some of them, with six of their seven boats, their ammunition, flags, and accompaniments. Detailed reports of this affair, as well as of others, which are creditable to the officers and men engaged in them, form a part of the appendix to this report.

SOUTH ATLANTIC SQUADRON.

The coast under blockade by the South Atlantic squadron is about three hundred miles in extent, and a considerable portion of it is a network of inlets

and sounds. Within the limits of this command are two of the chief seaports of the insurgents—Charleston and Savannah—cities of wealth and marts of commerce in other days, but the war which they commenced, and which they still continue to wage against the Union, has caused each of them to be sealed up, and has destroyed their wealth and prosperity.

The craving for commerce and luxuries at Charleston, which the rebellion has not extinguished, with the increasing hazards of running the blockade at Wilmington, have prompted some reckless adventurers to expose their fortunes in efforts to elude the squadron of Admiral Dahlgren. Several valuable steamers having been lost in these attempts, the efforts were for a time almost entirely discontinued.

Charleston and Savannah, besides being among the best defended points on the Atlantic coast, possess advantages for a navy, on which the insurgent leaders felt much reliance in the early days of the rebellion. There they have had armored vessels, and rams, and torpedo-boats, or "Davids" and "Divers," elements with which they threatened to achieve success over the open warfare of the naval forces of the Union. Charleston, disaffected without cause, and aspiring without enterprise, having, after long and persistent efforts, succeeded in seducing others to engage with her in assailing the national government, and attempting a dismemberment of the Union, fails to become either a naval or commercial emporium. She has dragged down others without elevating herself, and is fast becoming a waste.

No formidable independent operations, in the form of naval conflicts, have been made by the squadron during the year. A steady, unrelenting blockade has been rigidly enforced, with no attractive and exciting incidents, but which has been effective and exhausting upon the rebels.

In February a detachment of vessels was sent to the St. John's river to aid a military force intended to be thrown into Florida. Rear-Admiral Dahlgren accompanied the expedition in person, saw the proper co-operative arrangements made, and assigned an adequate naval force, which is holding possession of all points on the St. John's occupied by our army. In March a diversion was made at Bull's bay. In May a force was detailed to co-operate in an effort to sever the railroad between Charleston and Savannah. A detachment of iron-clads crossed Stono bar in July to assist General Foster in a demonstration upon the rebel works on Stono river and James's island. Rear-Admiral Dahlgren conducted the naval force in person. In these and other military movements the navy has been always active and ready to extend cordial co-operation to every army operation.

In February permission was given to Rear-Admiral Dahlgren to leave his squadron in command of Commodore S. C. Rowan. On resuming his duties in May, he found that General Gillmore had been called, with the greater part of his army, to another field, leaving behind, however, a sufficient defensive force when sustained by the navy. The withdrawal of so large a portion of the military force necessarily put a stop to further serious demonstration against Charleston.

The retention of the harbor, as well as the entire safety of that coast, depended thenceforward mainly on the iron-clads. They were indispensable for the continued possession of Morris island by our troops, and they could not have been withdrawn without putting in jeopardy the blockading fleet which, as well as the land force, would have been assailed by the armored rebel vessels. The capability of the monitors to hold position off Morris island had been controverted by the former intelligent commander of the squadron, who denied its practicability, and had deemed it his duty in June, 1863, to enter a protest against it. His representations, with those of the officers then in command of the iron-clads, that those vessels could not remain off the harbor, nor nearer to that point than North Edisto, with other suggested difficulties, caused the department to consider well its purpose before carrying out the original order, that the monitors should remain inside the bar and off Morris island, as the only effectual method of entirely closing the port, and making further demonstrations.

The views of the department were sustained by other naval officers of judgment and ability. Younger officers also made a voluntary tender of their services, as well as some of those who had doubted, each offering to take the risks which the great stake justified; while the sailors, always ready for any service or to encounter any hardship, imitated and emulated their example.

The result has been that Rear-Admiral Dahlgren has kept these vessels for seventeen months where it was insisted they could not remain, to the great injury of the original seat of the rebellion. The work has been irksome and laborious, unremunerative, and perhaps not sufficiently appreciated, for it has been quiet and undemonstrative, without those occasional captures which, before taking possession of the harbor, enlivened and rewarded the officers and crews.

Intelligence that the rebels were strengthening Fort Sumter, building bomb-proofs and mounting heavy guns on the channel faces, led Rear-Admiral Dahlgren early in the summer to entertain the thought of attacking that fortification and attempting the passage with his iron-clads. It was a question of great responsibility, for the assault, if made, would draw upon the vessels the concentrated fire of many powerful batteries; he therefore called a council of his officers in command, and after a full discussion, a large majority deemed it, under the circumstances, unadvisable. It was consequently abandoned.

Several creditable incursions have been made at various points within the limits of this command, resulting in the discomfiture of the rebels. Details of these, as of those of the other squadrons, are appended to this report. Occasional assaults have been made upon our vessels off Charleston by torpedo-boats, and in one instance with success, by sinking the steam-sloop-of-war *Housatonic*, but fortunately with little loss of life.

NORTH ATLANTIC SQUADRON.

The number of vessels and officers and men employed in the North Atlantic squadron exceeds that of any other, and its importance is certainly not less. In

addition to blockading the only remaining port of commercial intercourse in the rebel States, on this squadron has devolved the duty of guarding and holding possession of the great inland waters of North Carolina and Virginia, and an extensive co-operation with the armies which are threatening Richmond and its vicinity.

In order to secure the most thorough and efficient discharge of duty that is possible in every department of this squadron, and especially that of the blockade of Wilmington, Acting Rear-Admiral Lee, by direction of the department, established four divisions of the squadron, viz: one on James river, one in the sounds of North Carolina, and two off Cape Fear river and adjacent inlets, each of which was placed under an experienced officer, and Acting Rear-Admiral Lee removed his headquarters in July from Hampton Roads to Beaufort.

For some months previous to May last the rebels had been left in quiet possession of James river for a considerable distance below Richmond, but the progress of the Potomac army towards the rebel capital was the signal for active operations in another quarter. On the 5th of May Major General Butler moved his army from Newport News, under convoy of a naval force which had been assembled for the purpose, up James river, and made the following night a successful landing at Bermuda Hundred and City Point. The movement was quietly performed, and the landing was promptly effected. The absence of a military or naval force on the James river had been improved by the rebels to plant in its bed formidable torpedoes, by which two of the light-draught boats were destroyed.

From the landing of the army of the James in May, a naval force competent to meet the armored vessels and rams of the insurgents, had they made a demonstration, has been maintained on the upper waters of the James. On various occasions sharp but brief engagements have occurred between our vessels and the rebel batteries forming the defence of Richmond.

The naval force had anticipated an encounter with the rebel fleet which had been in the course of preparation for two years, but the military commanders, out of abundant precaution, ordered obstructions to be placed in the channel by sinking vessels for the protection of the large transport fleet that was in attendance upon the army, and which it was apprehended might be disturbed and perhaps endangered in the narrow waters, were a demonstration to be made by all or any portion of the rebel navy. The security of the transports was justly deemed of vital importance to the army, and required to be placed beyond any contingency. Hence this obstruction of the river, in addition to the protection afforded by our iron-clads and other naval vessels, was doubtless a wise military precaution, although it restricted the movements of the navy.

The operations in the sounds of North Carolina have been interesting and important. It had been a cherished idea of the rebel leaders to repossess themselves of the sounds, and to regain the principal places on them, which had been wrested from rebel authority early in the war by the united efforts of the army and navy. Preparations were long in progress for the construction of armored

vessels, and others of light draught, on the Roanoke and Neuse rivers, with intent to descend and drive out from the sounds our fleet of slightly built wooden boats, recapture Plymouth, Newbern, and other points held by our arms, and re-establish rebel power in that quarter. These schemes, though partially successful at the commencement, soon closed in disaster.

Delays in the completion of the armored vessels ordered by the department, and especially intended for service in shallow waters, which were inaccessible to the monitor vessels already built, jeopardized our possession of the sounds. There was also the want of an adequate military force in that quarter.

On the 17th of April the rebels besieged Plymouth, and two days after the rebel ram Albemarle descended the Roanoke river and attacked the wooden gunboats lying off that town. On the 20th the defences were carried, the garrison became prisoners, and the rebels obtained possession of the upper sound. In consequence of army reverses, vigorous measures were immediately taken by this department to prevent further disaster. Captain Melancton Smith, an officer of much naval experience, was sent to the sounds with vessels of heavier armament, and instructed to take command, attack the armored ram at all hazards, and use all means to destroy her. On the 5th of May the ram came out of Roanoke river, and Captain Smith engaged her with his gunboats. The action continued from 4.40 to 7.30 p. m., when darkness intervened, and the Albemarle retreated up the river. Shot fell from her armor apparently without effect, and the efforts to run her down were unsuccessful. Her consort, a small army steamer which had been captured and converted into a naval vessel, was recaptured.

On but one subsequent occasion did the Albemarle make her appearance, and then she quickly retired on being fired at. As there was no known cause to prevent her making another demonstration, a competent naval force was always in readiness to meet her. But the inactivity of awaiting her movements was irksome and paralyzing, and her destruction by other means became an object.

Lieutenant W. B. Cushing, a young officer who had on previous occasions gained the admiration of the department by his daring and adventurous heroism, was selected to destroy the Albemarle by a torpedo, properly arranged in a light picket-boat, to be placed at his disposal. The torpedo is the invention of Chief Engineer W. W. Wood, and possesses extraordinary power. It was arranged and applied to the picket boat at the suggestion and under the direction of Rear-Admiral F. H. Gregory and his able assistants. Lieutenant Cushing was directed to have the means for carrying out the views of the department prepared, and when these were completed it was quickly and brilliantly executed. With fourteen brave officers and men, who volunteered for the service, he, on the night of October 27, ascended the Roanoke to Plymouth, assailed the ram at her wharf, though guarded by a military force on shore, as well as by her crew, and sunk her. Only himself and one of his party escaped death or capture.

This daring and successful exploit removed the reliable defence of Plymouth. Commander Macomb, senior officer in the sounds, promptly availed himself of the advantages of Lieutenant Cushing's achievement. With the naval force at his command he pressed on to Plymouth, drove the rebels from their rifle-pits and batteries, and on the 31st of October took possession of the place, capturing a few prisoners, thirty-two cannon, small arms and ammunition, thus re-establishing the Union supremacy in the sounds of North Carolina.

From July, 1863, when the rebels were driven from Morris island by the combined forces of Rear-Admiral Dahlgren and Major General Gillmore, and the navy thereby gained command of the entrance to, and possession of, Charleston harbor, so that monitor vessels could remain inside, blockade running ceased almost entirely in that quarter, and was transferred to, and vigorously prosecuted at, Wilmington.

This locality possesses singular natural advantages to resist a blockade, to which the rebels have added others in the way of earthworks, with powerful guns, to cover the blockade runners, and to open on our vessels whenever they come within range. These shore batteries were made to command the several channels and the numerous inlets in that quarter.

The difficulties of closing this port entirely, while rebel forts command the channels, and which none of our ships with heavy broadside batteries can approach, by reason of the extreme shallowness of the water, can be rightly appreciated by those only who are familiar with the locality, and have had experience on that station. Without a co-operating land force, it is not expected that we could close the port of Wilmington. There has been no time within the last two years when the navy has not been ready and anxious to perform its part in such an expedition, for possession of the entrances to Cape Fear river is a necessity to stop entirely all ingress to or egress from that place. Running the blockade at that point has been made a matter of business by foreign capitalists, as well as by the rebels. Such has been and is the stringency of the blockade, that articles of commerce command fabulous prices throughout the whole insurrectionary region, thereby stimulating the cupidity of reckless neutrals. But while a successful trip begets large profits, the blockade has not been violated with impunity. Heavy losses have befallen most of those who have been engaged in the illicit trade. Sixty-five steamers, the aggregate value of which, with their cargoes, will scarcely fall short of thirteen millions of dollars, have been captured or destroyed in endeavoring to enter or escape from Wilmington. Over fifty such results have occurred since Rear-Admiral Dahlgren anchored his monitor fleet inside of Charleston bar and closed that port to commerce.

Some idea of the difficulty of closing the main entrances to Cape Fear river, which are nearly forty miles apart, can be formed when it is considered that with fifty of our steamers, some of them the fastest in the service, stationed and distributed by naval officers of intelligence and experience, off those entrances, blockade runners, watching their opportunity, and availing themselves of dark nights, good pilots and extraordinary speed, succeed in getting into and out of Wilmington.

Acting Rear-Admiral S. P. Lee, who for two years has been in command of this squadron, discharging his arduous duties with intelligence and fidelity, was relieved by Rear-Admiral Porter, who took command of the North Atlantic squadron on the 12th of October.

MISSISSIPPI SQUADRON.

The events of the year have furnished additional proof of the wisdom of the policy which dictated the organization of a powerful and efficient squadron on the rivers of the interior. Its usefulness has been demonstrated on many occasions and in various ways. Whether in conveying transports laden with soldiers or supplies destined for the army, or merchandise and produce of the people; in assisting in repelling attacks upon weak military posts; in rendering more safe the navigation of the streams to commerce and travel; in independent naval expeditions, or in co-operating in extensive military movements, its importance has been manifested.

To obtain possession of the Mississippi, and constantly patrol that great stream from Cairo to New Orleans, is in itself a work of vast magnitude. By it the rebel combinations have been broken, and their organization severed, as it were, by an impassable gulf. The Ohio, Tennessee, and Cumberland rivers have likewise been patrolled. Thus loyal citizens in their vicinity have been protected, refuge has been afforded to those escaping from anarchy and oppression, and partisan bands have been dispersed.

To insure a systematic and vigorous execution of the duties devolving on the squadron, the waters traversed by it have been divided into ten naval districts, each under the command of an experienced officer. While the vessels in each district have their appropriate field of duty, they are held ready to support each other when occasion requires, and can be readily concentrated when an emergency demands it.

The squadron is composed, to a great extent, of boats that had been employed in the carrying trade, but which have been purchased, strengthened, and fitted for war purposes. They are necessarily inferior to naval built vessels in strength; they are lightly armed, and consequently more liable to disaster. But their cost is greatly inferior to that of iron-clad vessels, or those of heavy structure for ocean service. The most extensive operations of the Mississippi squadron during the year have been in connexion with the military expedition on the Red river, which, with the attending incidents, form an interesting page in the annals of the war. The failure of this conjoint expedition to accomplish the important results desired and anticipated are attributable to causes beyond human control, and to the want of success on the part of the military arm of the service. So far as the navy was concerned, the expedition was chiefly one of co-operation with the army. It possessed, however, within itself the elements of success under ordinary circumstances, and had not natural obstacles intervened its history might have been not less brilliant than the record of other achievements of this squadron.

On the 7th of March Rear-Admiral Porter had assembled at the mouth of Red river a formidable fleet of iron-clad vessels and of light-draught wooden boats for co-operation with the army, and was there joined by a portion of Major General Sherman's force in transports, under the command of General A. J. Smith.

The joint forces moved up the river on the 12th of March to form a junction with Major General Banks at Alexandria. In their progress some of the vessels branched off into the Atchafalaya, while the main portion continued up Red river. The rebels were driven in turn from Simmsport and Fort DeRussy, the latter falling again into our possession, with its guns and munitions of war and a few prisoners. Some of the fleetest vessels were despatched to Alexandria with the hope of cutting off the rebels in their retreat, but without success. That place was occupied by our forces, and about the first of April both army and navy commenced to move up the river towards Shreveport. A part only of the naval force could proceed further up the river than Alexandria, and it was with difficulty they reached that point. But the assistance of the gunboats was so essential to success, that some risks had to be taken, and extraordinary exertions were made to pass the vessels over the falls so as to give the required co-operation. Main force had to be used to haul the gunboats. But Grand Ecore was reached without accident, and occupied without opposition. There were at this time indications of the usual rise of the season in the river, and everything promised success. Twenty-three heavy guns had been captured from the rebels since the entry into that river. Springfield landing was designated as the point for the next junction of the co-operating forces, and it was reached at the appointed time, three days after leaving Ecore, by six gunboats and twenty heavy transports. Here they learned that the army under General Banks had met a reverse, and was falling back to Pleasant Hill, some distance below. Rear-Admiral Porter was therefore compelled to turn back, with the full knowledge that in retracing his steps he would be interrupted at every assailable point. The rebels, flushed with their success against the army, availed themselves of every opportunity which offered for harassing the gunboats and transports.

Their cavalry and artillery, taking advantage of the winding stream, moved rapidly from point to point, attacking on every available occasion. But the gunboats successfully fought their way, and from time to time repelled their assailants with terrible slaughter.

On the 14th of April Rear-Admiral Porter got back to Grand Ecore, where he found the vessels which he had left at that point still detained above the bar. The river, instead of rising as customary at this season, had fallen during his absence. The army was preparing to move back upon Alexandria; the water having so receded there was little hope of getting the vessels out, and destruction apparently awaited the best portion of the squadron. But, in the words of the admiral, "Providence provided a man for the occasion." Lieutenant Colonel Joseph Bailey, acting engineer of the 19th army corps, an intelligent and efficient officer, devised a plan for the construction of a series of dams across the rocks at the falls; thus by artificial means to supply that which nature with-

held—a sufficient depth of water for the passage of the vessels. Extraordinary as was the project, and received with incredulity, the mind that conceived it was enabled to carry it into successful execution. Men were set to work; woodcutters collected; quarries opened; and, after some weeks, the undertaking was accomplished. The dams were built, the vessels passed safely over the falls to the delight of the assembled army and navy who had mutually participated in the work, and on the 16th of May Rear-Admiral Porter had the satisfaction of announcing that the fleet was relieved from danger. There is probably in naval history no other instance of such peril and difficulty so successfully and skilfully surmounted.

Congress very appropriately acknowledged the meritorious services of Lieutenant Colonel Bailey on this occasion, and they have been still further recognized by his promotion.

Interesting details of this and minor expeditions on the Washita, Arkansas, Black, and Yazoo rivers, will be found in the official appendix to this report.

Rear-Admiral Porter, having been for nearly two years on arduous and exhausting duty in this command, received leave to return east in the summer, and was subsequently detached in order to take command of the North Atlantic squadron. Captain A. M. Pennock, senior officer on the station, was left in charge. On the 1st of November Acting Rear-Admiral S. P. Lee assumed command of the Mississippi squadron, and entered on the discharge of his duties

POTOMAC FLOTILLA.

The limits of the Potomac flotilla embrace also the waters of the Rappahannock, and at present and during the year have been under the command of Commander Foxhall A. Parker. Upon the flotilla has devolved the duty of arresting the contraband trade attempted to be carried on across the Potomac from Virginia with the lower counties of Maryland, and extending from Alexandria to Chesapeake bay, including the bay itself. It has also been necessary to patrol and guard the Rappahannock. The small craft, which are the vehicles of this traffic, and adapted to it, are well calculated to elude detection. Those engaged in it are reckless, unscrupulous, and unprincipled, so that on no station are greater vigilance and more unceasing watchfulness required than on the part of the officers and men of the flotilla. It is scarcely possible to wholly prevent this species of illicit traffic and blockade running. With so long a line of communication to be patrolled, opportunities will sometimes be found by the contrabandists, who are ever on the watch, and who are aided by sympathizing associates on either shore, to elude detection and capture. Numbers have, however, been captured during the year while in transit; others have been ferreted out and their boats have been destroyed.

At all times and on all occasions the flotilla has given its active and willing co-operation to the military movements. While the army was in the vicinity of Fredericksburg last spring and summer, the services of the smaller steamers on the Rappahannock were efficient and invaluable. They opened communication with the military forces; cleared large numbers of torpedoes from the river;

drove the rebels from its banks; convoyed transports with troops and supplies going to the army, and returning with the wounded and sick from the battlefield. The vessels which are employed in this service are of light draught, and their construction is necessarily slight, consequently those who serve on board of them in a hostile country are exposed to more than ordinary peril. But whether in clearing the banks of the Rappahannock of sharpshooters, or removing from its bed dangerous torpedoes, no less daring and energy have been exhibited than by others in vessels of larger proportions and with greater protection.

PACIFIC SQUADRON.

There has been no material change in the strength of this squadron within the past year. The new steamer *Wateree* joined it, and orders have been given detaching the *Narragansett* and ordering her to the Atlantic States.

Acting Rear-Admiral Charles H. Bell, having had command of the squadron for three years, has been recently relieved by Acting Rear-Admiral George F. Pearson; the transfer took place at Panama on the 25th of October.

No hostile craft has made its appearance in the Pacific, and our commerce has been carried on in its usual channels without interruption, other than that necessarily caused by the measures of foreign powers in an attitude of hostility towards each other.

The blockade of Mexican ports on the Pacific by the French fleet rendered it important for Acting Rear-Admiral Bell to remain several months in that quarter with his flag-ship, in order to look after the interests of the United States. An exception in favor of the steamers of the Pacific Mail Steamship Company, made in the declaration of blockade, gave them the continued use of the harbor of Acapulco as an intermediate depot, and the presence of the flag-ship, or some other one of the vessels at that port, has aided in giving protection to the property of the company against the acts of lawless persons, and inspired those on board the steamers with a feeling of security from assaults of insurgent cruisers from seaward.

About the middle of April Acting Rear-Admiral Bell proceeded from Acapulco to Panama, and thence to Callao, at which port he arrived on the 25th of May, 1864.

Difficulties had arisen between Peru and Spain, which resulted in the seizure, by the naval squadron of the latter, of the Chincha islands, and it was essential that our extensive fleet of guano vessels frequenting that quarter should have within reach an armed vessel of their own country to give aid and security in the event of unnecessary interruption of their interests. The threatening attitude of these two powers induced Acting Rear-Admiral Bell to remain with the flag-ship at Callao from May until the 5th of October. The remaining vessels of the squadron have visited the Mexican and Central American ports, and it is not known that they have failed in any respect to respond to all proper appeals of our countrymen for aid and encouragement, or to observe and scrupulously regard the rights of, and courtesies due to, friendly nations.

Rumors or reports of a rebel privateer fitting out at Victoria, Vancouver's island, drew to that quarter the United States steamer Narragansett from San Francisco. The probability of such a scheme being carried into effect was ascertained to be not greater than that which had but a short time previously drawn the United States steamer Saginaw to that locality. After cruising, therefore, a short time in the Straits of Fuca and Puget's sound, and receiving the friendly assurances of her Britannic majesty's authorities that every effort would be made to discountenance and arrest any proposed violation of neutrality, the Narragansett returned to San Francisco.

WEST INDIA SQUADRON.

The West India squadron, as an organization, has been discontinued. Acting Rear-Admiral James L. Lardner, who had command of it at the date of my last annual report, arrived at Hampton Roads, in the Powhatan, on the 3d of October, in pursuance of orders of the department.

The principal objects for which this squadron was created had ceased to be prominent, and the chief duties originally assigned to it have been transferred to the East Gulf squadron. There have been no depredations committed in that quarter during the past year. The vessels of the squadron have, in turn, given safe convoy to the California steamers over the most exposed section of their route. This convoy has been since, when expedient, extended over the entire route, by detailing an armed vessel to accompany each steamer.

PIRATICAL CRUISERS.

The three English-built piratical cruisers which, under the rebel flag, have, during the last two years, roamed the seas, robbing and destroying our merchantmen, shunning all armed antagonists, and have found refuge and protection, and too often supplies and other assistance in neutral ports, have terminated their predatory career. Their unrestrained warfare has undoubtedly had the effect of diminishing American tonnage, and caused a transfer of American shipping to English and other flags. Whether the maritime nations of the world will be ultimately benefited by this policy of fostering rebel belligerents may well be doubted. We have been compelled to encounter it as one of the incidents of this extraordinary and unnatural conflict. While notoriously engaged in plunder and in the wanton destruction of our merchant sailing ships, these English-built, and almost exclusively English-manned, rovers have never, during their entire piratical career, and of all of their many captures on various seas, sent in for adjudication and condemnation a single ship or cargo. The less bulky and more valuable portions of their robberies were taken on board the corsairs to be sold or covertly transferred in neutral ports, while the stolen chronometers and a few mementoes were retained as memorials of their achievements. All else was destroyed.

The Alabama, eluding our naval vessels at the Cape of Good Hope and Straits of Sunda, after committing sundry devastations, returned westward and proceeded to the French port of Cherbourg. Information of her arrival was

communicated to Captain Winslow, of the Kearsarge, then at Flushing, who at once proceeded off the harbor, and at 10.20 a. m., on Sunday, June 19, the Alabama was discovered standing out, accompanied by a French iron-clad steamer and the English yacht Deerhound. When the Alabama was descried the Kearsarge was about three miles from the entrance of the harbor, and to avoid any question as to the line of jurisdiction, as well as to draw the Alabama off shore, so that if disabled she could not flee in for protection, the Kearsarge stood to seaward until she had attained the distance of about seven miles from the shore. At 10.50 she came quick about and approached the Alabama, and at 10.57 the Alabama commenced the action with her starboard broadside at one thousand yards range. At 11 the fire was returned by the Kearsarge, and the vessels came fairly into action at about nine hundred yards distance.

Captain Winslow says it was soon apparent that Semmes did not seek close action, and fears were entertained that after some fighting he would make for the shore. To defeat this Captain Winslow determined to keep full steam on, run under the stern of the Alabama and rake; but the Alabama, by sheering and keeping her broadside to the Kearsarge, was forced with a full head of steam into a circular track.

On the seventh rotation the Alabama headed for the shore, disabled and at the mercy of the Kearsarge. A few well-directed shots brought down her flag, a white one was displayed, and the fire of the Kearsarge was reserved. In about two minutes the Alabama again opened fire. The Kearsarge replied, steamed ahead and laid across the bows of the Alabama for raking. The fire of the Kearsarge being again reserved, boats were lowered and an officer in one of them came alongside at 12.10 and surrendered the Alabama, which he said was in a sinking condition, and at 12.24 she went down.

The launch and second cutter of the Kearsarge, the only boats not disabled, were sent to receive the officers and crew of the sinking vessel, and Captain Winslow requested the Deerhound, which came alongside, to assist in the rescue. Two pilot-boats were also engaged in picking up the crew. Six officers and sixty-four men were brought on board the Kearsarge. At 3.10 the Kearsarge let go her anchor in seven fathoms water.

The Alabama is reported to have discharged three hundred and seventy or more shot and shell in this engagement, but inflicted no serious damage on the Kearsarge. Thirteen or fourteen took effect in and about the hull, and sixteen or seventeen about the masts and rigging.

The Kearsarge fired one hundred and seventy-three projectiles, of which one alone killed and wounded eighteen of the crew of the Alabama, and disabled one of her guns.

Three persons were wounded on the Kearsarge. The number of killed and wounded on the Alabama is unknown. Seventeen of the wounded, two of them in a dying condition, were brought on board the Kearsarge. One hundred and fifteen officers and men of the Alabama's crew reached the shores of England and France.

The battery of the Kearsarge consisted of seven guns, viz: two XI-inch, one

30-pounder rifle, and four light 32-pounders. That of the Alabama consisted of eight guns—one heavy 68-pounder, of 9,000 pounds weight; one 100-pounder rifle, and six heavy 32-pounders. In the engagement the Alabama fought seven guns and the Kearsarge five.

This has been the only fair and open sea fight which our naval men have been able to secure, as yet, during the war; and it occurred in the English channel, in sight of the two great maritime powers of Europe. In size, armament, and complement of men, the combatants were as near equal perhaps as could have been arranged. Most of the crew of the Alabama were Englishmen, and the gunners admitted to have been picked men of her Majesty's gunnery ship the Excellent.

Some latent remains of pride which belong to the profession, and which animated his earlier and more honorable life while sailing under the American flag, undoubtedly had an influence in inducing the pirate commander to meet a naval antagonist, after his long career of robbery and plunder of unarmed vessels, in the vain hope that it might, if successful, restore to him some portion of the respect he had forfeited, and at the same time relieve him of some of the debasement he has never ceased to feel, even when applauded by those foreign partisans who hated the country he had deserted. But the same dishonor marked his conduct on this occasion as during his whole ignoble career. Before leaving Cherbourg he deposited the chronometers and other trophies of his robberies on shore. When beaten and compelled to surrender, he threw overboard the sword that was no longer his own, and abusing the generous confidence of his brave antagonist he stole away in the English tender, whose owner proved himself, by his conduct, a fit companion for the dishonored and beaten corsair.

Having surrendered, he cannot relieve himself of his obligations as a prisoner of war until he shall be regularly exchanged. He, and each of his surviving officers and crew, whether received upon the Kearsarge or the Deerhound, are, and will be, held to be prisoners of war and amenable to the laws which govern civilized communities. A predatory rover may set the laws of nations, as well as those of his own country, at defiance, but in doing so he must abide the consequences.

The Florida originally sailed from England under the name of Oreto, and under that name she was, on reaching Nassau, brought before the court through the efforts of the American consul, who was satisfied that she was in the rebel interest and intended as a rebel cruiser. The neutral authorities decided in favor of the vessel, which was permitted to proceed. Leaving Nassau she went to Green Cay, where she received on board the armament sent out for her from England, ran into Mobile, changed her name to Florida, and has since, fleeing from all naval vessels, carried on predatory war on American commerce, capturing and destroying unarmed merchantmen, without ever sending in a vessel for adjudication.

In February last, availing herself of a dark night, she escaped from Brest, eluding the Kearsarge, which was off that port. In June she visited the neutral port of St. George's, Bermuda, and remained there nine days, receiving all the coal and supplies necessary for a long piratical cruise. Leaving St. George's on

the 27th of that month, she remained outside, but in sight, for three or four days, boarding all vessels that approached the island. On the 10th of July she captured the *Electric Spark*, near our coast, while several vessels were cruising for her, but she escaped, and was next heard from at Teneriffe, on the 4th of August. Subsequently, entering the bay of San Salvador, Brazil, she encountered the steamer *Wachusett*, commanded by Commander Collins, to whom she surrendered, and by whom she was brought in a leaky and dilapidated condition to Hampton Roads. Here, while at anchor, an army transport came in collision with the shattered vessel, which sunk a few days after near the wreck of the *Cumberland*.

The *Georgia*, another English-built naval vessel which cruised under the rebel flag, repaired to Cherbourg in February, and thence proceeded to the Mersey, where she changed owners. Her armament was removed from her and she left Liverpool for Lisbon. On the 15th of August Commodore T. T. Craven, of the *Niagara*, fell in with her in latitude $39^{\circ} 16'$ north, longitude $9^{\circ} 39'$ west, sailing under the English flag. Commodore Craven took possession of the vessel as a lawful prize, and putting a prize crew on board of her, he sent her to the United States.

The *Tallahassee*, an English-built blockade runner from Liverpool, which port she left in the early part of the spring under the name of the *Atlanta*, was engaged in violating the blockade, running between Bermuda and Wilmington. I am not aware that any valid transfer of ownership of this vessel has ever taken place, but am induced to believe she is now, while depredating on our commerce, registered as a British vessel in the custom-house at Liverpool. Whatever may be the fact in that particular, this English-built neutral vessel, which had been previously engaged in the unneutral employment of carrying supplies to the rebels who are waging war upon our government, came out of Wilmington early in August, armed, officered, and manned for predatory warfare, and under the command of J. T. Wood, formerly of our navy, commenced the piratical work of destroying peaceful merchant ships, robbing them of money and other valuables, and retaining as trophies of his heroism the stolen chronometers. Information of the operations of this vessel reached the department on the 12th of August, and orders were immediately sent for all the available vessels within convenient distance to start at once in pursuit. Several vessels proceeded to sea that evening, and within forty-eight hours sixteen vessels from New York, Boston, Philadelphia, Newport, and Hampton Roads were in search of her. But she reached Halifax in safety. Instead of remaining there nine days, getting supplies, as did the *Florida* at Bermuda, the authorities would permit her to receive only a limited quantity of coals, and she was therefore but a short time in that port. The *Pontoosuc* arrived in pursuit of her a few hours after her departure. She was at last accounts in Wilmington.

THE NAVAL FORCE.

The subjoined statements present a general exhibit of the navy, including vessels under construction on the 1st of December, 1864, with a comparative statement of the navy in December, 1863 and 1864.

A tabular statement is appended of the number of naval vessels, of every class, that have been constructed, or are in the course of construction, since March 4, 1861.

General exhibit of the navy, including vessels under construction, Dec., 1864.

No. of vessels.	Description.	No. of guns.	No. of tons.
113	Screw steamers especially constructed for naval purposes	1,426	169,231
52	Paddle-wheel steamers especially constructed for naval purposes...	524	51,878
71	Iron-clad vessels	275	80,596
149	Screw steamers purchased, captured, &c., fitted for naval purposes.	614	60,380
174	Paddle-wheel steamers purchased, captured, &c., fitted for naval purposes	921	78,762
112	Sailing vessels of all classes	850	69,549
671	Total	4,610	510,396

Comparative statement of the navy, December, 1863 and 1864.

No. of vessels.	Description.	No. of guns.	No. of tons.
671	Total navy, December, 1864	4,610	510,396
588	Total navy, December, 1863	4,443	467,967
83	Actual increase for the year	167	42,429
26	Total losses by shipwreck, in battle, capture, &c., during the year	146	13,084
109	Actual addition to the navy from December, 1863, to December, 1864	313	55,513

Vessels constructed for the navy since March 4, 1861.

No.	Description.	Guns.	Tonnage
7	Screw sloops, Ammonoosuc class, 17 to 19 guns, 3,213 to 3,713 tons each	121	23,637
1	Screw sloop Idaho, 8 guns and 2,638 tons	8	2,638
3	Screw sloops, spar deck, Java class, 25 guns and 3,177 tons each...	200	25,416
2	Screw sloops, spar deck, Hassalo class, 25 guns and 3,365 tons each	50	6,730
10	Screw sloops, clippers, single deck, Contoocook class, 13 guns and 2,348 tons each	130	23,480
4	Screw sloops, Kearsarge class, 8 to 12 guns, and averaging 1,023 tons each	40	4,092
6	Screw sloops, Shenandoah class, 8 to 16 guns and 1,367 to 1,533 tons each	74	8,584
2	Screw sloops, Ossipee class, 10 to 13 guns and 1,240 tons each	23	2,480
3	Screw sloops, Serapis class, 12 guns and 1,380 tons each	96	11,040
4	Screw sloops, Resaca class, 8 guns and 831 to 900 tons each	32	3,462
8	Screw sloops, Nipsic class, 7 to 12 guns and 592 tons each	71	4,744
23	Screw gunboats, Unadilla class, 4 to 7 guns and 507 tons each	123	11,661
9	Screw tugs, Pinta class, 2 guns and 350 tons each	18	3,150

Vessels constructed for the navy since March 4, 1861—Continued

No.	Description.	Guns.	Tonnage
2	Screw tugs, Pilgrim class, 2 guns and 170 tons each.....	4	340
13	Paddle-wheel steamers, double-enders, Octorara class, 7 to 11 guns and 730 to 955 tons each.....	98	11,024
26	Paddle-wheel steamers, double-enders, Sassacus class, 10 to 14 guns and 974 tons each.....	272	25,324
7	Paddle-wheel steamers, of iron, double-enders, Mohongo class, 10 guns and 1,030 tons each.....	70	7,210
1	Paddle-wheel steamer, of iron, double-ender, Wateree, 12 guns and 974 tons.....	12	974
141		1,442	175,986
IRON-CLAD VESSELS.			
2	Sea-going casemated vessels, Dunderberg and New Ironsides.....	28	8,576
3	Sea-going turret vessels, Puritan, Dictator, and Roanoke.....	12	9,733
4	Double turret vessels, Kalamazoo class, 4 guns and 3,200 tons each.....	16	12,800
4	Double turret vessels, Monadnock class, 4 guns and 1,564 tons each.....	16	6,256
1	Double turret vessel, Onondaga, 4 guns and 1,250 tons.....	4	1,250
4	Double turret vessels, Winnebago class, 4 guns and 970 tons each.....	16	3,880
8	Single turret vessels, Canonicus class, 2 guns and 1,034 tons each.....	16	8,272
9	Single turret vessels, Passaic class, 2 to 4 guns and 844 tons each..	21	7,596
20	Single turret vessels, Yazoo class, 1 to 2 guns and 614 tons each...	35	12,280
2	Single turret vessels, Sandusky and Marietta, 2 guns each.....	4	953
3	Single turret vessels, Ozark, Neosho, and Osage, 2 to 7 guns each.	13	1,624
2	Casemated vessels, Tuscumbia and Chillicothe, 5 and 3 guns respectively.....	8	768
62		189	73,988
203	Total.....	1,631	249,974

The foregoing tabular statement exhibits the number and description of vessels that have been constructed, or put in the course of construction, for the navy since the institution of active measures for the suppression of the rebellion. Some of them have been built by contract; others by the government, in the several navy yards. If we add to the number those constructed under similar circumstances, and within the same period, that have been lost by shipwreck, in battle, &c., viz: the sloops Housatonic and Adirondack, and the iron-clads Monitor, Weehauken, Keokuk, Indianola, and Tecumseh, the aggregate would be 210 vessels, 1,675 guns, and 256,755 tons.

Picket-boats, and small craft built for especial purposes, are not embraced in this statement.

CONSTRUCTION OF NAVAL VESSELS.

At the commencement of the rebellion the navy consisted of sailing vessels, a few paddle-wheel steamers, and screw vessels with auxiliary steam-power. Among the latter, the principal and most important were the steam frigates,

which, on account of their great draught of water, were unsuitable for any other purpose than that of cruisers on foreign stations as flag-ships, for which indeed they were intended. These vessels had been built to meet the conditions of their day; some of them, the *Mississippi* for instance, had been in service more than twenty years. When constructed the principal object in view was armament, not speed, and they were equal, if not superior, to the vessels of other naval powers. For attacks on forts, when accessible to naval attacks, or to protect troops in landing, they can still render service. Time was required to repair and place in proper condition such of these vessels as were dismantled, and also those which were recalled from service abroad. The sailing men-of-war had become useless for fighting purposes. In the emergency that devolved upon it at the beginning of hostilities, the department resorted to the commercial marine, and purchased every available merchant steamer that could advantageously be converted into a naval vessel, and be used to enforce the blockade.

The want of a class of small, heavily armed, propeller vessels was felt, and the department immediately proceeded, on its own responsibility, and without any appropriation or authorization by Congress, to contract for the construction of twenty-three gunboats, of which the *Unadilla*, *Pinola*, and *Wissahickon*, may be taken as the type. Some of these vessels were afloat, armed, and manned within four months from the date of contract, and participated in the attack on Port Royal; others took part on the lower Mississippi in passing the forts and in capturing New Orleans. These gunboats continue to maintain a good reputation, and their steam machinery gives satisfaction. Well adapted as they are for guarding our coast, a larger description was needed for ocean service, and four vessels of the class of the *Ossipee*, mounting each two guns of eleven inches, were built. There were also four vessels of slightly less tonnage constructed, carrying the same armament, of which the *Kearsarge* is the type. The *Shenandoah* is the type of six vessels, mounting each three eleven-inch guns, all of which sustain a high reputation. The heavy guns mentioned constitute the principal armament of the several classes named, but they each have in addition from two to six guns of less calibre. All of these vessels are screw steamers, suitable for sea cruising; but for the shallow sounds and bays, the rivers and bayous, often narrow and tortuous, another and different class, drawing less water, was found to be necessary, and for them competition was invited. To turn in these frequently restricted channels is difficult, and sometimes impossible, and the necessities of the case suggested the principle of a fighting vessel with a double bow and rudder at each end. Twelve paddle-wheel steamers constructed on this principle were built, some in the navy yards and others by contract. The *Port Royal* and the *Sonoma* are types of this class. An additional number, amounting to twenty-seven, of these double-bowed paddle-wheel vessels have been built, almost all of them by contract. The *Sassacus*, which was distinguished in the attack on the rebel ram in Albemarle sound, the *Metacomet*, conspicuous in Mobile bay, and the *Eutaw*, are types of these ves-

sels. Eight of this class are built or building of iron, and will have strength sufficient for sea service as well as for inland waters. One of them, the *Waterloo*, sent round Cape Horn, reached San Francisco in September last, and is on duty in the Pacific.

In order to have armed vessels suitable for naval operations on the Mississippi and its tributaries, the department invited plans and propositions from ship-builders and others acquainted with those waters, and the vessels built on those rivers have been chiefly from the plans submitted by parties thus invited. Two of these vessels, built at St. Louis, participated in the action with the rebel ram *Tennessee*, and have done good service in Mobile bay.

The entire class of monitor or turreted vessels has been brought into existence during this war, and the coast and harbor iron-clads have been serviceable in James river, at Charleston, and at Mobile. Modifications and improvements have been made in this class of armored vessels.

The pressure for iron-clads of light draught, which could ascend the rivers and penetrate the sounds and bays along our coast, was felt to be a necessity. The operations of our armies in the vicinity of the inland water and adjacent to the rivers required the constant presence of gunboats. But the men thus employed, as well as the magazines and machinery of the vessels are exposed, especially in the narrow streams with high and wooded banks. Some vessels, and not a few valuable lives, have been lost by these exposures, and in order to afford all possible protection to the gallant men who encounter these dangers, the department considered it a duty to provide armored vessels of light draught for their security. Contracts were entered into for the construction of twenty vessels on the monitor principle, each to carry two 11-inch guns, in order to be efficient, and to draw but seven feet of water.

It was ascertained, however, when the first two approached completion, that their draught of water was more than was intended. The heavy armor and the two 11-inch guns, with the machinery to give them proper speed, involved the necessity of enlarging the capacity of each of them. When making these necessary alterations, it was deemed advisable, under applications from some of the commanders of squadrons for boats that should present but a small rise above the surface of the water, to dispense with the turrets in five of these light draught vessels, with a view to special operations. The remaining fifteen were ordered to be enlarged by raising their decks, thereby giving them additional tonnage and greater draught and making them more efficient, but in other respects carrying out the original design. This work is now being performed, and most of the vessels are near completion.

The exigencies of the times and the necessities of the war have stimulated the inventive faculties of our countrymen to vast improvements in vessels, in engines, in ordnance, and projectiles. That in some instances they are not at first entirely successful is not surprising. Mistakes and even failures will occur. In nearly every class of vessels that have been built, and especially those that are armored, more or less alterations have been found necessary while they were being constructed. Only two of the monitor class of vessels—the

Dictator and Puritan—are proposed for sea-service. Their success, of which the inventor and builder is sanguine, is among the experiments that the period and the exigencies of the country have imposed upon the department.

Four turreted vessels have been built in the navy yards of wood and cased with iron, differing therein from the original monitors, which are exclusively of iron. One of them, the *Monadnock*, now in commission, has performed her trips from Boston to Hampton Roads with entire satisfaction, giving assurance that this experiment, deviating in essential respects from others, is likely to be successful. The draught of water of the *Monadnock* is twelve feet, and with two independent screws she has a speed of ten knots. Four other similar vessels of a still more formidable and invulnerable character are building.

The only sea-going iron-clad ships, besides the two turreted vessels already mentioned, are the *New Ironsides*, built in 1862; the *Roanoke*, one of the old frigates which has been armored, and the *Dunderberg*, a casemate vessel. For this vessel the contractor has promised a speed of fifteen knots at sea.

The department has, on several occasions, invited propositions for iron, sea-going, armored ships, but Congress having declined to make the necessary appropriations, no measures have been taken for their construction.

The vessels recently built, and at present constructing in the navy yards, are of wood, the smaller class of them being gunboats, eight of which are of the class of the *Nipsic*, of 600 tons, mounting one heavy pivot and four broadside guns. There are four of the class of the *Nantucket*, of 900 tons, mounting one heavy pivot, with six broadside guns. In addition to these there are four vessels of the class of the *Algona*, with a tonnage of 1,350 tons, and proportionate armament. All of these vessels have very considerable steam-power, and will, as some of them have already proved, be efficient cruisers at sea.

The immediate wants of the blockade having been supplied by the vessels built and altered in the navy yards, and by purchase of the best merchant steamers capable of bearing heavy armament, the attention of the department has been bestowed on larger and more imposing ships, such as would be formidable not only for home defence but for foreign service. The position and influence of a nation among the great commercial and maritime powers of the world are to a great extent dependent on its naval ability. Limited appropriations have already been made by Congress for vessels of this character. Each succeeding year of this war has produced from foreign ship yards steamers of greater speed to run the blockade, and the reliable preventive of this illicit trade must be found in vessels of increased steam-power. By making them of sufficient size they will be formidable, not only to neutral violators of our laws, but to any enemy. Of the vessels on which some sacrifice of armament has been made to obtain speed there are seven building, three of which are already launched, and the others will soon be ready. Two of these vessels are being built by contract, and five in the navy yards. This class of vessels is represented by the *Ammonoosuc* and the *Chattanooga*. There are also in progress of construction twenty vessels with steam machinery of rather less power, but which are to be much more heavily armed. Ten of these, of the class of the *Illinois*, the *Guerriere*, and the *Java*,

have covered gun-decks, and will carry twenty heavy guns. Two will have a plating of thin iron as a protection from shells. The remaining ten, of the class of the Contoocook and Manitou, building in the navy yards, are of less size but with equal machinery and intended for greater speed. As all of them will be provided with masts and sails, they can be cruising vessels and used on foreign stations.

STEAM MACHINERY.

As our navy has become not only exclusively a steam navy, but a very large one, with an enormous consumption of coal and great expenditure for the construction and repair of machinery, it becomes a matter of the first consequence that only the best machinery be obtained for it. This problem is one of very difficult, costly, and slow solution. The great maritime countries of England and France have not yet solved it, either in the commercial or war marine, and at this hour the best authorities do not agree upon it. So many conditions enter into the problem that as prominence is given more or less to one or the other different conclusions are reached. It is evident that as the question is purely a practical one, it can only be answered by extensive experience and accurate observations. Mindful of the importance of this matter, the department, notwithstanding the great pressure upon its resources by the war, has kept it in view and promoted by every means the acquisition of the necessary information. The proportions of hulls have been varied with a view to determine the relative development of speed in proportion to given power; machinery has been constructed upon different types and systems, and the department has encouraged all offers from citizens, as well as from its own officers, to build new machinery that gave promise of improvement. The navy at this moment contains marine machinery on an extensive scale of every kind; their results are in its log-books, from which can be determined their various merits, both for general service and for particular applications.

In the new screw gunboats machinery has been used designed by Corless, of Providence, R. I.; J. Ericsson, of New York; William Wright, of Woodruff & Beach's establishment at Hartford; Merrick & Sons, of Philadelphia, and the Bureau of Steam Engineering of the department. This was competitive machinery to be of equal power propelling the same hull.

In the double-bowed paddle-wheel steamers machinery has been employed designed by Merrick & Sons, of Philadelphia; by E. N. Dickerson, and by the Bureau of Steam Engineering.

In the large sloops-of-war, of three-thousand tons and over, competitive machinery is being placed by the above parties, and by J. Ericsson.

In the frigates and sloops of the old navy, and in some of those built during the early part of the present administration, machinery was employed designed by most of the principal establishments in the country. The Fulton Iron Works and Morgan Iron Works, of New York; Messrs. Woodruff & Beach, of Hartford, Connecticut; Harrison Loring, and the Atlantic Works, of Boston; Merrick

& Sons, of Philadelphia; the Vulcan Works, of Baltimore, and the Bureau of Steam Engineering.

In these vessels nearly every variety and type of engine, of valve gear, of rate of expansion, of surface condenser, of screw propeller, and of boilers, have been thoroughly tested; but the results thus far show that the machinery designed by the Steam Engineering Bureau of the department has not been surpassed, perhaps not equalled, by any of its competitors, while in many cases their results have been greatly below it.

In its iron-clads the department has experimented by the construction of different classes and sizes, both in wood and iron, propelled by one screw, and by two screws, working independently of each other. In its most recent constructions, of the Miantonomah class, a wooden vessel designed by the naval constructors and built at the navy yards, with Ericsson turrets, and machinery designed by the Bureau of Steam Engineering, a high rate of speed, perfect ventilation, impregnability, and the enormous battery of four fifteen-inch guns, have been combined in a vessel of the moderate size of 1,564 tons, drawing only twelve feet of water. These vessels are free from the disadvantage of fouling, which so greatly reduces the speed of iron ones.

Others of this type, but of increased tonnage, are in process of construction, to have still higher speed and be adapted to coast service.

In the steamers bought from the commercial marine of the country, and in the captured blockade runners, now adapted for naval service, are to be found every variety of machinery, both screw and paddle-wheel, constructed either in this country or Great Britain. So far as the exigencies of the war would permit, the different types of machinery have been submitted to careful experiment to ascertain their relative merits. Nearly every variety of boiler and of expansive gear, of rate of expansion, and of saturated and superheated steam, has been made the subject of accurate experiment, and it is believed that the files of the department contain the latest and most reliable information on these subjects. A chief engineer of the navy has been sent to Europe to collect information on these topics in addition to the published accounts and official reports.

Nearly all the kinds of coals of the seaboard States have been the subject of careful experiment, with a view to ascertain their comparative value for naval purposes. A board of engineers has also experimented with petroleum as a substitute for coal in naval steamers.

As opinion appears to have settled upon the horizontal and the vertical tubular boilers as the only ones proper for naval service, the department has had one of each kind manufactured, according to designs furnished by a board of nine engineers, employed in the principal private steam-engine manufacturing establishments of the country, and by the Bureau of Steam Engineering, for the purpose of accurate experiments to determine their respective merits. These experiments will be of the most elaborate nature, and will, it is presumed, enable a choice to be made. They are now in progress.

A commission of nine, on practical engineering, has been appointed by the

department, consisting of three from the Academy of Science, three from the Franklin Institute, [and three on the part of the department—all eminent in physical science—to devise the proper apparatus, and make the necessary experiments therewith, to ascertain by practical results the economy of using steam with different degrees of expansion. These experiments, which are now in progress, will be as elaborate and as complete as it is possible to make them. And under the practical conditions of steam engineering, it is believed they will indisputably set at rest the amount of gain to be obtained from using steam with different measures of expansion, and also determine the relative merits of different kinds of valve gear, steam pressure, &c., besides settling many incidental questions of great importance.

Nothing has been left undone in the way of ascertaining and putting in use all valuable improvements in steam machinery, and no occasion neglected of experimentally determining the data necessary for correct opinion.

The competitive engines and boilers now under construction and trial will furnish information which will be of great public utility.

NAVY YARD FOR IRON VESSELS AND MACHINERY.

The introduction of steam as a motive power for naval vessels, is causing a revolution in maritime warfare which the ablest minds have long predicted would be the result of this agency, but which is not yet to its fullest extent appreciated. It changes the whole character of blockade, and in future wars it will be found that a few fast privateers by steam will harass or annihilate the commerce of the most powerful belligerent nations.

Our country has been compelled by this civil war to take the initiative in organizing a vast steam navy with which to establish and enforce the blockade of our whole coast from the Chesapeake bay to the Rio Grande; and also to suppress the depredations of semi-piratical privateers, built by skilled English mechanics in English ship-yards, and manned by Englishmen, which, under the rebel flag have roved the ocean, destroying our merchant shipping, and have found refuge and supplies in English and neutral ports.

When hostilities commenced, our government had provided no suitable navy yard with machine shops and foundries to manufacture the necessary machinery for our rapidly increasing and expanding navy; but the department was compelled to rely on the few private establishments, which it could divert from other engagements, for the immense work that was calling out the resources of the nation.

Great embarrassment was experienced in consequence of this neglect of the government at the very commencement of the war and although the naval service and the country are suffering constantly from this neglect, measures for the establishment of a suitable navy yard for the construction and repair of iron vessels, their armature and steam machinery are still delayed.

As early as March, 1862, and on several occasions since, I have had the honor to present my views to Congress on this subject. The earnestness and

frequency with which it has been brought forward must find an apology in its great importance.

It has never been the purpose of the department, in any of its suggestions or recommendations, to increase the number of our navy yards, nor to alter their local distribution. The yard which we now have at Philadelphia is altogether inadequate to our present or future wants. It was proposed, therefore, to substitute a new one on the Delaware, in the vicinity of Philadelphia. League island, within the limits of that city, if adopted as a site, must gradually absorb the works at the present yard, which would then be discontinued.

All of our present navy yards, it will be remembered, were established for the construction and repair of wooden sailing vessels. Steam and armored vessels have superseded these, and the inability of our present establishments for the work imposed by this war has been the source of inexpressible anxiety, and often of great disappointment and public injury. To relieve the navy yards from work which they have but limited means to execute, and to secure necessary repairs, the department has been compelled to establish stations for machinery, and means of refitment at Mound City, Memphis, New Orleans, Ship Island, Pensacola, Key West, Port Royal, Beaufort, Norfolk, and Baltimore. But these and all the private establishments of the country, besides other calls upon them, have been insufficient to keep the present navy in necessary order, so that, if to the duty of blockading there were added ocean conflicts with a naval power by which our ships would be often disabled, the sad spectacle would be presented of our naval vessels laid up in time of war for want of a proper establishment with the shops and means to repair them.

Our country, whose strength and power among nations must ever be identified with and maintained by its navy, and which possesses in such abundance the means of creating and sustaining one, has not, in all the navy yards combined, the appliances possessed by single establishments in England and France. Were there outside of our navy yards establishments to perform promptly the requisite work in time of war, I should not at this time again press the subject of a navy yard for iron work for the construction of vessels upon the consideration of our authorities. But although the department has generally been ably and zealously seconded in its efforts by private contractors, yet the fact that there is no customer but the government for much of this heavy class of iron work, forbids us to expect that individual enterprise will be prepared to execute it without full remuneration for all the outlay for shops, tools and machinery which may be required in preparation. Besides this, unlimited time is taken by them for the completion of the work. It may be proper to mention, as an instance of the delay to which the government is subjected, that in October, 1862, contracts were made with a manufacturer of reputation and ability for making and setting up the turrets of the *Tonawanda* and *Miantonomah*, which were to have been completed in February, 1863, but they will probably not be finished until February, 1865, two years after the expiration of the time specified in the contract. At the commencement of hostilities this department had equipped, and at its immediate disposal, three vessels of war. Those which were laid up, and those

which were recalled from abroad, had to undergo extensive repairs, for which no provision had been made. The government has not even at this time an establishment where a shaft can be made for our steamers or a plate for our iron-clads. The frontage or wharfage at all our navy yards, so important for repairs, in less than is required at each of them.

Our next contest may be with a naval power which will attempt to direct upon our shores a course of operations similar to those which we have applied to the southern coast for suppressing the rebellion. One yard, at least, where iron vessels, iron armor, and iron shafting can be manufactured, is now imperatively necessary. Among the considerations that should control the selection of a site for such a yard and establishment, which shall become the depot for the materials collected in years of peace with which to build and repair our naval vessels, and where will be aggregated machinery and tools such as at present are not to be found in this country, and which, when once procured, could not, if destroyed, be easily or readily replaced, will be its absolute safety from attack by sea or land. So far as is possible we should avail ourselves of natural advantages in obtaining the indispensable security for such an establishment, without depending entirely on fortifications and artificial means, which would be more costly than the navy yard itself.

The additional military defences of Portsmouth, England, rendered necessary by the proximity of that great naval station to the ocean, and its consequent assailability by modern ordnance, are now being constructed at an expense of \$50,000,000.

A navy yard, if we have one for naval iron work, should be established on fresh water, for this is essential to the preservation of iron vessels, which cannot be laid up in salt water during peace. Ready access to coal, iron, and timber is also important, for these essential articles should be always available on the inland waters without exposure to an enemy by coastwise transportation. The vicinity of a large city where skilled artisans can be obtained without difficulty, and the facilities of markets and tenements are abundant, should be considered. A foundation of gravel would, for the purposes of machinery, be preferable to stone. An extensive water frontage must also be secured. For such a depot and establishment, where costly machinery and material would accumulate during years of peace, the advantages of an interior location are most manifest. These favorable conditions are to be obtained nowhere else so completely as on the Delaware river; and the position of League island, within the limits of the city of Philadelphia, presents probably a stronger combination of the points that are necessary than any other location.

It is to be regretted that competition for supposed local benefits should interfere with, retard, and perhaps entirely defeat the government in its efforts to secure so important a national establishment. If in such a conflict for sectional favor the country should lose forever the best situation for such a navy yard and establishment, the result would be always deplored. The department has studiously avoided the controversy which has arisen in consequence of the efforts

to secure a navy yard at New London, which is foreign to the question of enlarging or substituting a more commodious establishment at Philadelphia. A multiplicity of small yards, similar in character, crowded into one section of the country, was not the object or purpose of the department in the suggestions and recommendations which it has from time to time urged upon Congress. There are already three navy yards east of the Hudson, and should Congress deem it advisable to add another to that section or elsewhere, it is to be hoped that such determination will not interfere with or prevent the government from having a proper establishment for the construction of iron vessels, iron armor, and iron work of every description for naval purposes in the immediate vicinity of the iron and coal region of the more central portions of the Union. Such an establishment as the department has advised on the Delaware would not add to the number of yards, but would be a mere substitution, without one dollar's expense to the government for land, of the more commodious and extensive grounds and water front of League island, in place of the present limited and restricted site at Philadelphia, which is wholly inadequate and insufficient for the purposes of a yard for even wooden ships.

Among the reasons which impel me again to introduce this subject and earnestly press it upon the immediate attention of Congress, is the fact that the great Pennsylvania Central railroad has moved with a view of obtaining a portion of the least valuable part of League island for a depot. The objections urged against that position for a navy yard, with its workshops, have no weight with this company, which requires shops and heavy work, and knows its own interest. Unless, therefore, this free gift of over six hundred acres of land, with a water front of twenty-three feet depth extending for more than two miles, within the limits of Philadelphia, should be accepted during the present session of Congress, it will probably pass into private hands, and the most desirable and available position in this country for such a yard will be diverted to other purposes, and lost forever to the government. As a measure of ordinary prudence it is most earnestly recommended that the offer of League island be without delay accepted. When plans for its improvement shall be submitted, and an appropriation asked, with a view of transferring the works at the present yard to the new location, Congress can then exercise its discretion in determining the amount of expenditure proper for this purpose.

NAVY YARD ON THE MISSISSIPPI.

By an act of Congress, approved June 30, 1864, the Secretary of the Navy was "authorized and empowered to appoint a commission, consisting of one naval officer, one officer of the engineer corps, and one civilian, to select the most approved site for a navy yard or naval station on the Mississippi river, or upon one of its tributaries, and to report to the next session of Congress." In pursuance of the authority conferred on me by this act, a commission has been constituted, and is now engaged in making the required examinations. Rear-Admiral Charles H. Davis, who has had experience as commanding officer of

the Mississippi squadron, was appointed senior member of the commission. The Secretary of War having been requested to name a suitable officer of the engineer corps to be associated on this commission, and having named and detailed Lieutenant Colonel A. H. Bowman for the purpose, that officer was appointed. George W. Blunt, a civilian of nautical reputation and ability, of the city of New York, is the third gentleman of the commission.

NAVAL RANK.

There is in the naval branch of the public service no rank corresponding with that of lieutenant general. Congress has established the grade of rear-admiral, which corresponds with that of major general, and it would be an act of recognition eminently deserved, and which would be fully appreciated by the gallant men of the navy, were Congress to authorize the appointment of a vice-admiral. Such honors and preferments stimulate heroes.

Among eminent commanders in our naval service, of whom the nation may well be proud, we have one who, all will acknowledge, merits by his achievements as high rank as that of any naval officer in any country.

On the occasion of the recent brilliant victory in the bay of Mobile, more glorious, perhaps, in some of its incidents, even, than the memorable conflict that gave us the possession and ultimately restored the free navigation of the Mississippi, it was, beyond question, the spontaneous sentiment of the country, that the veteran hero who had illustrated our naval annals by these grand successes was worthy of the highest honors, and should be promoted to the highest naval rank. In recommending, therefore, that the office of vice-admiral should be created, and the appointment conferred on Rear-Admiral David G. Farragut, I but respond, as I believe, to the voice and wishes of the naval service and of the whole country.

The attention of Congress, through the naval committee, has heretofore been called to the fact that the number of officers on the active list in the grades of commodore, captain, commander, and lieutenant commander, is not equal to the number of vessels of the different rates required by law to be commanded by officers of these grades. A small increase was recommended as well as an alteration in the law relative to filling vacancies in the grade of admiral in time of peace. My letter on this subject, with the accompanying draft of a bill, making provision also for the incorporation into the regular service of a few volunteer officers who, by zeal, ability, and service during the war, have merited this reward, will be found in the appendix to this report.

ENLISTMENT.

The enactments of the last session of Congress in regard to enlistments have been in their operation beneficial to the naval service, and in a great degree have corrected the unfortunate legislation of the preceding session. Not only the full complement of men required has entered the service, but a surplus of many thousands of landsmen have offered, who could not be received. But the want of seamen is still felt. Large numbers of that valuable class were induced to

enter the army when high bounties were given to the soldiers and withheld from the sailors. Many thousand trained seamen, under those extraordinary inducements, enlisted in the army before the legislation for the two branches of the public service was equalized. Although the law now authorizes their transfer to the navy, a very considerable portion of them still remain in the army, where landsmen would be of equal service. Seamen are experts, and cannot be procured by draft, or secured for an emergency like the present, any more than engineers or accomplished gunnery officers.

Stimulated by patriotic impulse, men may volunteer to serve their country in any capacity, but they cannot be made available as seamen without training and experience at sea.

The organization of a man-of-war is very different from that of a merchant vessel. A first-rate sailor will soon make himself at home on board of any ship, but the division of duties—the system of petty officers—the exercise at quarters and in boats—the discipline, the observances, and the thorough and complete system of a man-of-war, are unknown out of naval ships. There are no means by which to teach landsmen to become sailors except on shipboard, and there is difficulty in inducing native Americans to enter either the naval or merchant service. In other countries the field of adventure is restricted; here the avenues are many, besides ocean life. I am not aware that any State but Massachusetts has a nautical school. Encouragement is given to the young in every other calling; but the naval and merchant service, in time of peace, depend almost entirely upon the foreigners and the homeless for mariners to sail their ships. These men, who hardly touch the shores without finding themselves the victims of land-sharks, and who scarcely receive a thought in the vast and generous sanitary operations, put in motion by wealth and beneficent patriotism, have enriched our country by their labors in commercial employments; and in danger, privation, and hardship, have adhered with unwavering fidelity to the flag—never disappointing us, and never giving us defeat.

With a view of doing some measure of justice to this meritorious but too much neglected class, and as a preliminary step towards their elevation and usefulness, the *Sabine* has been fitted up for the purpose of a school-ship for boys. This is, in fact, a revival, with some modifications, of the apprentice system, which, while it was continued, worked beneficially for the sailor and the country. Some measures are requisite to elevate the condition and the character of this class now, when the sailor is neither flogged nor taught to become a drunkard—two important steps in the right direction towards making him a man to be trusted on shore as well as afloat.

Commencing as apprentices on the school-ship, it would be well to open to the sailor boy the way to promotion by giving him an opportunity, if he shall deserve it, of entering the Naval Academy. From among the apprentices on the school-ship, a selection of one-half of the midshipmen annually appointed might be made with great advantage to the service and the country. These apprentices, in their preliminary training on the school-ship will have developed their capabilities and aptitude for the profession, and in transferring them

to the academy, there will not be the manifold errors which attend so large a portion of those who are appointed under the present system. Were each congressional district authorized to place two or more apprentices on the schoolship, and the annual selection of midshipmen, or one-half of the midshipmen, directed to be made from these apprentices, its effect would be most beneficent on the sailor, as well as the schools and the service. It would popularize the navy, and open to those who may have enlisted the highest positions and honors of the service.

NAVAL ACADEMY.

Congress having by the act approved May 21, 1864, directed that "the United States Naval Academy shall be returned to, and established at, the Naval Academy grounds in Annapolis, in the State of Maryland, before the commencement of the academic year eighteen hundred and sixty-five," it will be necessary that preparations should be commenced for putting the buildings and grounds in order as early in the ensuing spring as the War Department can leave them. The school and the service will be benefited by having the institution permanently established, and when this is effected, it will be enabled to pursue its career under circumstances more favorable to the efficient training of the midshipmen.

The able superintendent, Commodore George S. Blake, has preserved his connexion with the school during its unsettled state, and its management, under many disadvantages, has been creditable to him and his associates.

CADET ENGINEERS.

Preliminary measures have been taken to carry into effect the law of the last session of Congress authorizing the education at the Naval Academy of cadet engineers, to be selected from youths not over eighteen years of age, who shall have been engaged at least two years in the fabrication of steam machinery. A circular has been issued and printed in the papers of the great manufacturing cities, inviting applications in conformity to the law.

Before this plan shall be put in operation, it is respectfully submitted, in view of the radical changes which have been wrought by steam as a motive power for naval vessels, whether steam-engineering should not be made to constitute hereafter a necessary part of the education of all midshipmen, so that in our future navy every line officer will be a steam-engineer, and qualified to have complete command and direction of his ship. Hereafter every vessel-of-war must be a steam vessel. Those designed for ocean service will be furnished with sails in order to economize fuel while cruising; the present and future navy will therefore combine sails and steam as motive power, and seamanship and steam-engine driving will each be necessary to make the finished professional officer. The officers to sail and navigate a ship and the officers to run the steam-engine are about equal in number.

The department is not aware that any line-officer, whatever attention may have been given by him to the theoretical study of steam, is yet capable of

taking charge of an engine, nor are steam-engine drivers capable of taking charge of a man-of-war, navigating her, fighting her guns, and preserving her discipline. When vessels were propelled exclusively by sails, there were but two officers, excepting in flag-ships, the surgeon and paymaster, who were not line-officers. But under the present naval system a new and additional corps is introduced, as many steam-engineers being required for a vessel as there are line-officers; and, while cruising under sail, or lying in port, or performing any duty when the engine is at rest, one-half of the officers are, by existing regulations, idle and incapable of participating in duties that are often laborious and oppressive on the officers of the line, comparatively speaking. The engineers would willingly share these duties were they acquainted with them. But half the officers of a steamship cannot keep watch, cannot navigate her, cannot exercise the great guns or small arms, nor, except as volunteers under a line-officer, take part in any expedition against the enemy. On the other hand, the other half of the officers are incapable of managing the steam motive power, or of taking charge of the engine-room in an emergency, nor can the commander of a vessel, though carefully taught every duty of a sailor and drill-officer, understand, of his own knowledge, whether the engineers and firemen are competent or not.

The remedy for all this is very simple, provided the principle were once recognized and adopted of making our officers engine drivers as well as sailors. It would not be expedient to interfere with the present status of line officers or engineers—the change would be too radical; but we should begin by teaching each midshipman to be able to discharge the duties of line-officers and steam-engineers. To combine the two in one profession, so that officers so educated can take their watch alternately in the engine-room and on deck.

Objection may be made that the duties are dissimilar, and that steam-engine driving is a specialty. The duties are not more dissimilar than seamanship and gunnery. When seamanship was the only education given to an officer, it was not believed he could ever learn to teach sailors to drill, and a sergeant of marines performed the duty which is now so admirably discharged by the graduates of the Naval Academy. When gunnery became a specialty, it was inconsiderately and unwisely proposed to have a corps of ordnance officers engrafted upon the naval service, a separate organization, which should draw to itself the knowledge so necessary to each, and therefore proper to be distributed amongst all the officers.

Fortunately our naval officers are taught seamanship, gunnery, and the infantry drill, and the service thereby saved from distinct organizations in these respects, which would inevitably have impaired its efficiency. It only remains to commence, at this time, and as preparatory to the future of the navy, to teach the midshipmen steam-engineering, as applied to running the engine. This would be independent of the art of designing and constructing, which is purely a specialty, and nowise necessary in the management and direction of the ship. And to this specialty, as a highly scientific body of officers, would the present corps of engineers be always required, as inspectors and constructors of machinery. With the adoption of the suggestions here made we shall in

due time have a homogeneous corps of officers, who will be masters of the motive power of their ships in the future, as they have been of seamanship in the past. By this arrangement there will be in each ship double the number of officers capable of fighting and running the vessel without additional appointments or expense. Innumerable other advantages commend the plan as worthy of trial, and it is presented for favorable consideration. The work can be commenced and carried forward at the Naval Academy without any additional appropriation, and the authority of Congress is invoked in behalf of the suggestions here submitted.

PRIZES AND PENSIONS.

The number of vessels captured by the squadrons since the last annual report, and reported to the department prior to November 1, is 324, classified as follows: schooners, 105; steamers, 88; sloops, 40; brigs, 3; barks, 3; small boats, 85. The total number of captures since the commencement of the rebellion is 1,379, viz: schooners, 652; steamers, 267; sloops, 171; brigs, 33; barks, 29; ships, 15; yachts and small boats, 117.

The gross proceeds arising from the sale of condemned prize property amounts to \$14,396,250 51; expenses, \$1,237,153 96; leaving for distribution, one-half to the captors, and one-half to the United States as a naval pension fund, \$13,190,841 46.

Annexed to this report is a table giving the names of vessels captured, date of capture, name of capturing vessel, &c. Also a list of cases already adjudicated, showing the gross proceeds of sale, the expense of condemnation, and the net amount for distribution.

A joint resolution of Congress, approved on the 1st of July last, authorized the Secretary of the Navy to invest so much of the naval pension fund as was not required for the immediate payment of pensions in the registered securities of the United States. Under the authority conferred upon me I have invested five million dollars, as provided in the resolution, and on the 1st of January next there will be the further sum of \$2,000,000, which can be invested without interfering with the prompt payment of pensions. This amount will yield an annual income of \$420,000, sufficient for the payment of the entire pension roll. It affords me no little gratification to be able to state, that our brave officers and seamen, besides realizing handsome sums for themselves, have created a fund, the income from which will, doubtless, be ample for the payment of the authorized pension to those who have been wounded, and to the widows and orphans of those who have been killed in the service, or died from disease contracted in the line of duty, without calling upon the national treasury.

The pension roll on the 1st of November, 1864, was as follows:

769 invalids with pensions amounting to.....	\$50, 401 10
840 widows and orphans amounting to.....	139, 258 00
1, 609 persons receiving a total amount of.....	189, 659 10

In this connexion I ask attention to the suggestions of the chief of the Bureau of Medicine and Surgery relative to naval pensions. The act of Congress approved July 11, 1862, regulating pensions, makes no provision for the new grades of the navy—rear-admiral, commodore, lieutenant commander, &c.—authorized by act of Congress on the 16th of July of the same year. The act should be so revised as to include these grades, and it is suggested that a better adaptation of the amount of pension to the responsibility of the officer might be advantageously made. The highest pay now authorized is thirty dollars per month, the family of a captain receiving no more than the family of a master commanding, and is a reduction of twenty dollars per month from the amount formerly paid. The act of Congress approved on the 4th of July last provides that a person in the “military service” who shall lose both feet shall receive a pension of \$20 per month, and those who shall lose both hands \$25 per month. As the law is construed not to include persons in the naval service, those who have suffered a similar loss in the navy continue to receive but eight or ten dollars per month—an inequality which it is believed was not intended. I suggest such changes in the law as will place the sailor upon the same footing as the soldier.

PRIZE LAW.

The seventh section of the act in relation to abandoned and captured property, approved July 2, 1864, reverses the law of prize as it stood prior to the present rebellion, and also as adjudged and applied since the commencement of the rebellion by the courts in their exercise of prize jurisdiction. It reverses also for the future the public policy of the country upon the subject, as manifested in the legislation of Congress both before the rebellion and since its commencement up to the date of this act.

This abrupt reversal of settled law and of public policy in regard to “property seized or taken upon any inland waters of the United States by the naval forces thereof,” was not, I apprehend, well considered, and does not appear to have undergone discussion in either branch of Congress. Whether the words “no property seized or taken upon any inland waters of the United States by the naval forces thereof” comprehend not only cargoes, but vessels, may be questioned; but it can hardly be supposed that Congress intended to deny that naval vessels captured in naval conflict, as at New Orleans, or Memphis, or in Mobile bay, are the legitimate subject of prize. The same is true also of transports, armed or unarmed, conveying the troops or munitions of an enemy, which may be captured. It seems improbable that to deprive such captures of the character of prize could have been deliberately intended.

Do the words “any inland waters of the United States” embrace the Chesapeake and Delaware bays, the bay of Mobile, and Lake Pontchartrain?

By the terms of this section the naval officer seizing or taking property has the option either to send it in to the courts or to turn it over under the act of March 12, 1863, to the Treasury agent. No one but the naval seizer has this option. All other persons must turn over their seizures to the treasury agent.

It is difficult to perceive the purpose for which this distinction is made. The property seized is either liable to capture and condemnation as prize, or it is not. If it be so liable, he is bound to send it to the prize court. Why, then, should he have authority to turn it over to the treasury agent? and if it be not so liable, why should the naval seizer alone be relieved from the obligation of sending it to the treasury agent?

If it be the object of the section to take away the character of prize of war from all property which may be captured by naval forces on the inland waters of the United States, it is respectfully submitted whether its repeal is not demanded by the highest considerations of public policy. The inland waters of the United States constitute cruising stations of vast extent, and so situated as to be of supreme importance in the prosecution of this, or, indeed, of any maritime war. These waters offer the readiest naval access to vast amounts of commercial property belonging to those who are now waging war against the government. The property, both public and private, found upon these waters and along their shores belonging to the enemy is, under the public law of war, liable to capture by naval belligerents, and when so captured, to condemnation as prize of war. By the exercise of this right, a naval force can reach and capture property which should be taken from an enemy, and which is yet left untouched by our statutes.

Upon the inland waters within the insurrectionary region, or affording access to or egress from it, our naval vessels are now in great numbers, and while the war lasts will continue to be engaged in belligerent operations. Why should the law intervene and deprive that part of the navy of one of its primary belligerent rights? It certainly could not have been intended to cripple the power of the navy to cripple the enemy, or by law to hedge round and protect from capture and condemnation an enemy's property. The service on inland waters is not less difficult, perilous, and harassing than that on the sea, that there should be this discrimination against it, nor has it been less useful to the country.

Under the operation of this act no more of the proceeds of any capture go into the treasury than under the law of war, because the sixth section authorizes the allowance of a moiety to "informers, collectors of the customs, and other persons," as an incentive to "vigilance in protecting the public interest." In taking this moiety from the officers and crews who make the captures, and conferring it on the informer or custom-house officer, the treasury and country are not benefited. The right to make capture or prize of war, in all places and upon all property, subject to the law of war, is one of the encouragements which maritime nations have extended to their navies in all time, and ours has been no exception until this enactment. The exercise of this right, in cutting off the resources of an enemy, is one of the chief methods by which nations seek to bring war to a close.

There is no reason why in this war against the rebellion an ancient and rightful proceeding should be abandoned, and a rule adopted that must operate to our national injury in all wars. I can see no reason upon which to conclude that in fighting down this rebellion we should reverse all previous usage and law,

either as against the rebels themselves, or their abettors, or the property upon which they rely for their resources, or why, indeed, we should relinquish any one belligerent right. On the contrary, it will be well to preserve to our navy upon all the waters where it can float or fight all its rights of war unimpaired.

With these views the expediency of a repeal of the 7th section of the act alluded to is recommended, and the substitution in its place of some provision of like effect to that which is found in the last section of the act upon the same subject approved March 12, 1863.

CONTRACTS.

The present contract system is open to many and serious objections. Whatever may have been its merits when originally established, the condition of the country and of trade has so changed as to render essential modifications necessary, if not the abrogation of the system itself. The instability of prices, and a rising market during the progress of the war, have made it difficult, and in some instances, almost impossible to procure offers for contracts to furnish yearly supplies for the navy from honest and reliable contractors at a rate which does not contemplate the highest market price of gold, as well as long delay in the time of payment. Any change for the better in the condition of the country or the market will be a gain to the contractor who has an annual contract, and a corresponding loss to the government.

A proposal made the present year for the annual supply of flax canvas which is mostly imported, illustrates this point. The bids were received when exchange was at nearly the highest rate it has attained, and from an honorable and reliable contractor who has for years supplied the government faithfully. The aggregate of the offer was, for payment in currency, \$1,428,719 50, or for payment in gold, or its equivalent, at the time each bill was paid, \$536,923. There was no alternative under the law other than to accept the currency bid, and as the rate of exchange has fallen, there has been a corresponding increase of profits to the contractor.

In this case, and others of like character, the true interest of the government would undoubtedly be promoted were the department permitted to assume the risk, and omit making annual contracts, relying upon purchases as wanted, under the direction of the department, at the current market price. The government is seldom benefited by a rise in prices; for while the laws compel its agents to pursue a definite course of action, the contractor generally finds little difficulty in evading penalties, and a losing contract is therefore abandoned. It is worthy of serious consideration whether, for the present at least, it would not be for the true interest of the government to relinquish the system of annual contracts altogether, and authorize purchases to be made by agents of probity, whose fidelity and integrity have been tested through years of faithful service, and who have a life-long commission as well as a character to lose as a penalty for malfeasance.

Another source of embarrassment in procuring naval supplies has been the delay and uncertainty of payment. Unless a definite time for payment is fixed,

and bills are promptly met, or unless interest be allowed during the delay of payment, the government will inevitably become a large sufferer. Many of the best merchants in our principal cities, who have heretofore sought dealings with the government, now decline accepting an order on any terms.

It has never been the policy of this department to advance money to its agents, and they cannot for this reason make cash payments. Requisitions are drawn on the Secretary of the Treasury only for matured bills, and every day's delay in the payment of a fulfilled contract is a wrong and a loss to the holder, and of ultimate serious injury to the government. As a consequence, the government is driven to other, and often less honest dealers, and is compelled to pay for subsequent purchases higher rates. Government, instead of being shunned and distrusted for neglecting to make prompt payment for value received, should, for its prompt payments, be a favored purchaser in any market—enabled to deal with the manufacturer or producer at first prices, instead of with second and third hands.

If supplies are procured when wanted and as wanted, at the market price, either in open purchase, by an honest agent, or upon bids received for immediate delivery, with prompt payment, immense sums would be saved to the department and the government.

I have heretofore referred to the defects and abuses practiced under the existing laws of awarding annual contracts for naval supplies to the lowest bidder. Whatever may be the character or reputation of the bidder for fair and honest dealing, no discretion is given to any officer of the government in the premises, nor can any officer decline the contract, though it may be obvious the bidder cannot furnish good articles at the prices which he proposes.

Contracts are made under the operation of existing laws, which cannot be honestly fulfilled; and under the practice that has prevailed, the whole system has become tainted with demoralization and fraud, by which the honest and fair dealer is too often driven from the market. Articles inferior in quality and deficient in quantity are delivered and passed. Bribery and other improper practices are resorted to, to induce persons in the employment of the government to aid in these frauds.

Malfeasance on the part of officials in connexion with the purchase and delivery of supplies was alleged to exist, and with the purpose of investigating and bringing such fraudulent practices to light, application was made to the War Department, which detailed an officer to prosecute these inquiries. The result is that many and great frauds have been discovered. Proceedings have accordingly been instituted, and are now in progress against some of the parties implicated before military tribunals under the statute, and against others in the civil courts.

INCREASE OF SALARIES.

In consequence of the greatly increased prices that prevail, many who are in the clerical employment of the government, at a compensation established prior to the war, are receiving a remuneration wholly insufficient. The state of

the currency, with other causes, has so affected prices that these men are receiving relatively but about one-half the pay of former years, and the effect has been such as to compel many of the best clerks in this department to leave the government service. This is a public injury, especially in a crisis like the present. The place of an experienced and accomplished clerk is at no time easily supplied; but when such place is vacated for the reason that it is not remunerative, or that the pay is below corresponding positions in private establishments, the difficulty is increased. It is therefore suggested that the salaries of the clerical force, or a portion of the clerical force, be increased until the close of the war, or until the currency shall return to a specie standard.

This recommendation is made with some reluctance, and only under a sense of its absolute necessity at this time.

MASTER'S MATES.

When the rate of pay for master's mates was established it was thought to correspond with that of other grades—but the changes in currency and values which have since taken place render it difficult to retain in service a sufficient number of this highly serviceable and meritorious class of officers. I would therefore recommend that the pay of master's mates be increased from forty to sixty dollars per month.

EXPENSES AND ESTIMATES.

On the 1st of July, 1863, there was an unexpended balance standing to the credit of the department of.....	\$39, 101, 970 34
The appropriations for the fiscal year ending June 30, 1864, were	76, 663, 567 36
Total available means	115, 765, 537 70
The expenditures of the department during the same time were	85, 733, 292 77
Leaving a balance at the commencement of the present fiscal year of.....	30, 032, 244 93
The appropriations for the current year are.....	109, 256, 814 54
Making the total available resources for the fiscal year ending June 30, 1865.....	139, 289, 059 47

The estimates submitted for the fiscal year ending June 30, 1866, are as follows:

Pay of the navy.....	23, 327, 722 50
Construction and repair of steam machinery.....	17, 145, 000 00
Construction and repair of vessels.....	24, 530, 000 00
Ordnance and magazines.....	9, 187, 615 00
Fuel, hemp, and equipment of vessels.....	14, 050 000 00
Provisions and clothing.....	13, 923, 280 75
Navy yards and superintendents.....	4, 577, 313 00

Navigation and Naval Academy	562, 626 00
Surgeons' necessities and hospitals	315, 000 00
Marine corps	1, 599, 087 70
Contingent and miscellaneous	2, 970, 018 33
Total	<u>112, 187 663 28</u>

The expenditures of the department since the 4th of March, 1861, have been as follows:

From 4th of March to close of fiscal year, June 30, 1861....	6, 244, 357 63
For fiscal year ending June 30, 1862	42, 200, 529 06
For fiscal year ending June 30, 1863	63, 211, 105 27
For fiscal year ending June 30, 1864	85, 733, 292 77
From July 1, 1864, to November 1, 1864	41, 257, 976 72
Estimated expenditures from November 1, 1864, to March 4, 1865	42, 000 000 00
Total for four years	<u>280, 647, 261 45</u>

This exhibits an average annual expenditure, through four years of expensive war, prosecuted under many and great disadvantages, of \$70,161,813. Could the transactions of the department have been conducted on the true standard of value, that of gold and silver, or of paper convertible into money at the will of the holder, our naval war expenses would scarcely exceed, perhaps not equal, the current expense of either of the great maritime powers during the same period. There is also this great difference: Those powers had a navy already constructed and in commission. We have had to create and pay for one, in addition to our annual current war expenses. Were the cost of our vessels deducted from the amount above stated, the expenses of this department would fall millions below those of other governments. As the vessels which were built and purchased have an intrinsic value, the money paid for them may be considered to be well invested.

The condition of the currency which has enhanced the cost of all materials and supplies has swelled the naval expenditures many millions, while the failure to pay promptly and when due the bills of contractors and others, has still further increased the aggregate of expenditures and augmented the difficulties in the work of creating and organizing the naval force.

THE BUREAUS.

The reports of the chiefs of the several bureaus present in detail the operations of their respective departments for the year. As they will be printed at the commencement of the session of Congress, it is unnecessary that I should do more than refer to the principal subjects embraced in them.

The chief of the Bureau of Yards and Docks calls attention to the great increase in the cost of materials and labor, and the consequent deficiency in some

of the appropriations. He urges a change in the present contract system, and gives it as his opinion that, in consequence of its operations, the bureau is compelled to pay twenty per cent. more than the market price for some of the smaller articles, which could better be procured by open purchase. The intelligence, judgment, and great experience of this officer entitle his suggestions to respectful consideration. The delay in passing the appropriation bill until near the close of the long session of Congress is considered another fruitful source of evil. The purchase of additional land at Boston and Philadelphia to enlarge the navy yards at those places is recommended. More water front is indispensably necessary.

The report of the chief of the Bureau of Construction and Repair explains in detail the kind of vessels it is proposed to build, and for which estimates are submitted. He recommends that provision be made for procuring and keeping on hand a supply of building timber and material, the accumulations of past years having been exhausted. He also recommends that measures be taken to increase the facilities in the several navy yards for the construction of vessels. In case of a foreign war, an additional number of dry docks would be required. Many important suggestions are made relative to the size of steam war vessels and the construction of armored vessels for sea-service.

The report of the chief of the Bureau of Steam Engineering contains a review of the operations of the bureau since the commencement of the war. Detailed statements are made of the size and power of the different classes of engines designed by the bureau and by other parties, and of the results attained in each case. Particular notice is given to the experiments which have been made to test the relative value of engines and boilers, the economy of using super-heated over saturated steam, as well as steam with different measures of expansion; the value of the different kinds of coal and of petroleum as a substitute, and of other less important combinations which enter into the construction and working of steam machinery. Drawings and specifications have been furnished for the machinery of one hundred and sixteen steamers, having an aggregate burden of 149,906 tons, besides supplying the necessary drawings and directions for the alteration and renewal, in whole or in part, of the machinery of a very large number of other vessels.

The chief of the Bureau of Equipment and Recruiting states the *personnel* of the navy at about 6,000 officers and 45,000 men. Under the operation of the acts of Congress, giving seamen the same bounties as soldiers, and crediting their enlistment upon the quotas of towns, the naval deficiencies have been filled. There are now about two hundred and fifty apprentice boys on the school-ship Sabine, and the system, as well as the proficiency of the pupils, is well spoken of. The consumption of coal this year will be about five hundred thousand tons. The ropewalk at the Charlestown navy yard furnishes all the larger sizes of rope required, but the facilities at the Washington navy yard are entirely inadequate to supply the needed quantity of cables and anchors, and additional establishments are recommended.

The report of the chief of the Bureau of Ordnance presents a resume of the

history and economy of our naval ordnance. The constant demands of the navy during the year for ordnance and ordnance stores have been promptly met, and at the same time full attention has been given to the many new and important ordnance questions of the day. Among other suggestions, is that of the removal of our large magazines from their present locations to more secluded situations. The importance of the permanent organization of a gunnery-ship, as a school for the instruction of officers and men, preparatory to being placed on board cruising vessels, is again presented. Owing to the great increase of ordnance work, and the accumulation of material at the New York navy yard, more room is needed. To meet this requirement, the bureau has commenced the filling up of the unoccupied marsh adjacent to the cob-dock, which, when completed, will afford ample accommodations, as well as furnish a park for two thousand cannon, with all appliances for fitting them for service.

The chief of the Bureau of Provisions and Clothing recommends a new arrangement of storehouses, and that they be entirely disconnected from the navy yards. Also the establishment of two government bakeries and the preparation by the government of the preserved meats and desiccated vegetables, which now form a part of the navy ration. He also recommends an increase in the number of paymasters and assistant paymasters in the regular service, and the establishment of the grade of passed assistant paymaster. The extraordinary rise in the price of provisions and clothing, and the increased number of men in the service, render additional appropriations necessary.

The chief of the Bureau of Navigation submits the usual reports of the naval observatory, Nautical Almanac office, and the general administration of his department. Nearly all the nautical instruments used in the navy, which, prior to the war, were procured abroad, are now of American manufacture, not excepting chronometers and comparing watches. The same gratifying advance cannot be stated with reference to material for flags, as we still sail under foreign bunting. Notwithstanding the large quantity used by the army, the navy, and the commercial marine, scarcely any progress has been had in inducing American establishments to undertake its manufacture.

The chief of the Bureau of Medicine and Surgery states the number of casualties reported during the year to be 171 killed and 351 wounded. Total number of cases of sickness under treatment, 61,229; of which number 1,048 died, 58,070 were returned to duty or discharged, leaving 2,111 under treatment at the close of the year. The total number of deaths is 1,560. He suggests a reorganization of the medical department so as to place it in better harmony with the growth and expansion of other branches of the service, and to adapt it more efficiently to present wants. With the existing organization and pay, it is found impossible to procure the requisite number of medical officers, the superior inducements held out to enter the land service attracting many in that direction who would otherwise prefer service in the navy. The statistics forming a part of the report show the large number of resignations, as well as the large proportion of those now in the volunteer service who decline positions in the per-

manent corps. Since January, fifty-two resignations have occurred, and quite a number are now before the department unaccepted, simply because of the impossibility of filling the vacancies. It is suggested that the only remedy is to make the medical commission more desirable in pay and position. The subject is commended to the attention of Congress. Additional appropriations are required for the completion of hospitals, and an alteration of the law of March 3, 1851, relating to the value of rations of sick transferred to hospitals, is suggested. Authority to purchase the balance of square No. 948, in the city of Washington, for a naval hospital, is also requested. The government already owning a portion of the land makes it desirable, on many accounts, that the remainder (some 14,000 feet) should also be under control of the department.

The colonel commandant of the marine corps reports his command in a good state of discipline. Although its number is now fully equal to the quota authorized by law, he is unable to comply with all the requisitions for guards for sea-going vessels. The reports from the several squadrons and vessels of the service show that, in the gallant deeds of the navy, the marines have borne an honorable part.

CONCLUSION.

In this my fourth annual report I have submitted somewhat in detail the condition of the department and the service. This report presents the distribution and employment of a maritime force which, including the additions to it now in progress and near completion, constitutes, for all the purposes of defence, if not of attack and conquest, the most powerful national navy in the world. In four preceding similar communications, including that submitted to you upon the assembling of Congress in the extra session of 1861, it has been my duty to exhibit the methods and measures of administration, by which, from a comparatively small beginning, and under the pressure of an unexampled exigency, this vast naval power has, since your accession to the Presidency, been brought into existence; to state the contributions which have been made to it from our commercial marine; to indicate the application of all the resources of our public naval establishments to its construction and preparation for service; to show how individual energy and skill and capital have come successfully in aid of insufficient governmental provision for the due prosecution of the work, and to trace in general outline the processes and results of inventive genius and scientific experiment which have changed, to a great extent, the materials and forms of naval structure and armor and armament, and have enabled our country, while in so brief a period assuming a foremost place among maritime nations, to create also a new era in the development and application of naval force.

In connexion with such account of the sudden creation of a new American naval power, it has been at the same time my privilege in these communications to make official record of a series of naval enterprises and achievements wholly without precedent or parallel. No previous conception of efficient blockade; no former endurance under the fire of fortified batteries; no audacity and suc-

cess heretofore known of naval attack upon such fortresses, through formidable submarine obstructions spread for their defence; no similar penetration by war vessels of internal waters through a reach of navigation almost continental; no other gigantic scale of co-operation of naval with army forces in expeditions and combats hundreds of miles from the sea board, and along the course of rivers precarious and dangerous of navigation, can anywhere be found of a character to compare with the triumphs in all these forms of naval effort which it has been the duty of this department during the past three years to organize and to report.

If in the prosecution of duties so arduous, complicated, and exacting, the trust confided to this department shall appear to have been faithfully and fitly discharged, then certainly my acknowledgments are still due, as they have been heretofore expressed, to the gentlemen associated with me in its management, to the whole clerical force, to the several chiefs of bureaus, and especially to the invaluable services of the Assistant Secretary and the chief clerk of the department.

But it is to the officers and men of our naval service that the great renown of what has thus been done, and is doing, justly belongs. The best administration of this department can do little more at any time than to give them the adequate means and the right opportunity of action. To them, therefore, first and always, be the honor, when their own country and the world shall recognize in this expansion and these exploits of our naval power a spectacle of patriotic and virtuous heroism worthy of the cause in which it is displayed, and of the national life which it illustrates and defends.

GIDEON WELLES,

Secretary of the Navy.

To the PRESIDENT.

APPENDIX.

IV. N

THE HISTORY OF THE

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APPENDIX.

REPORTS OF OFFICERS.

NORTH ATLANTIC SQUADRON.

OPERATIONS ON JAMES RIVER.

CO-OPERATION WITH ARMY EXPEDITION UNDER GENERAL GRAHAM.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 2, 1864.

SIR: Returning here Sunday afternoon, 31st ultimo, after an absence of a few hours at the navy yard, I was informed by Lieutenant Commander Upshur, of this ship, that General Graham had a few hours previously gone up the James river with the army gunboats on an expedition, the object of which was to capture some rebel troops, said to be about forty, (40,) and tobacco, and that on the application of General Graham, Captain Gansevoort had sent Lieutenant Commander Gillis with the Commodore Morris, in the Nansemond, to co-operate.

The Commodore Morris being very short of her complement, a detail of fifty (50) men from this ship was put on board of her to supply her deficiencies, and Lieutenant Commander Gillis was instructed by Lieutenant Commander Upshur not to allow them to land without it was absolutely necessary.

On my return I ordered the Shokokon and Commodore Barney to follow General Graham and co-operate.

At 7.30 next morning, in a dense fog, I received from General Graham a letter explaining his situation and asking for assistance. Immediately ordered the Minnesota's launches to be got out, armed, provided, and despatched to the assistance of the army expedition, and telegraphed to General Butler on the subject.

Soon afterwards Acting Ensign Harris, of the navy, who is on service with the army and was in this expedition, came off in the fog to our picket boat, Commodore Jones, and reported that the detachment of cavalry, infantry and a howitzer squad, in all about ninety (90) men, which General Graham had landed at Smithfield the previous afternoon, had on their march to Chuckatuck encountered a superior force of the enemy, and at 8 p. m. had been driven back to Smithfield, where they were surrounded and in great danger of being cut off. Unfortunately, none of the army gunboats or transports were then at Smithfield to protect or bring off the detachment.

The fog still prevailed. I sent Ensign Miller with Acting Ensign Harris, and General Graham's letter to me to General Butler, that General Butler might understand the situation, and if he thought proper, might send troops in the rear to relieve this beleaguered detachment. At the same time I despatched the Shokokon to tow our launches, as near as the water would allow her to go, in the direction of Smithfield, and I sent the Commodore Barney up the Nansemond with an order to Lieutenant Commander Gillis, providing for the assistance which General Graham desired there.

At 5 p. m. the launches returned, and reported the army gunboat Smith Briggs had, after the Shokokon had taken them up as far as her draught would allow, towed them several miles to within close proximity to Smithfield, where a hot engagement immediately commenced between the enemy and our forces on shore, supported by our launches and the Smith Briggs, which resulted in the capture and destruction of the Smith Briggs by the rebels, with the capture of nearly all the detachment landed at Smithfield by General Graham.

The reports of Acting Ensign Birtwistle and Acting Master's Mate Jarvis—who, after the wounding of Acting Master Pierson, had command of the launches sent from this ship—show that, after sustaining a heavy fire of musketry and artillery in these open boats, and the guns of the Smith Briggs being turned upon them by the rebels, the launches were compelled to retire without being able to render any further assistance.

Acting Master Pierson and three (3) men of this ship were, I regret to state, seriously wounded.

It appears from the report of Lieutenant Commander Gillis that the second detachment, composed of thirty-two (32) men from the Smith Briggs, and twelve (12) from the Commodore Morris, landed in the Nansemond with instructions to meet the first detachment from Chuckatuck, returned safely.

I enclose the following papers pertaining to this affair, among which is a request from me to General Butler that expeditions requiring naval co-operation, or passing the lines of the blockade, should be previously determined between him and myself.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

A. R. Admiral Com'd'g N. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Communication from General Graham to Admiral Lee.

HEADQUARTERS NAVAL BRIGADE, DEPARTMENT VIRGINIA AND
NORTH CAROLINA, ON BOARD TRANSPORT LONG BRANCH,
Off Holloway's Point, 5 a. m., February 1, 1864.

ADMIRAL: I landed a party of ninety men, consisting of 20 cavalry, one howitzer squad, and the remainder infantry, at Smithfield at 1.25 p. m. yesterday, with orders to march to Chuckatuck, where I was informed there was a small force of the enemy.

At Chuckatuck they were to have been met by another detachment which left Holloway Point. This latter detachment marched as far as Chuckatuck; saw no enemy; heard distant firing, which the commanding officer supposed to be the first detachment endeavoring to make a landing at Smithfield. This last detachment returned to its place of landing about sundown.

At 3 o'clock p. m. yesterday I despatched the gunboat Flora Temple to Chuckatuck, but unfortunately she grounded and remained ashore until I came up with the General Jesup and transport Long Branch.

The Flora Temple had been despatched to Chuckatuck to occupy the atten-

tion of the enemy on shore, while the other parties were advancing from the points indicated.

I left Smithfield at 3.40 p. m., having remained there at the request of the officer commanding the first detachment, so that his detachment might return to the vessels, if it met with any serious opposition, before it had marched a distance beyond possibility of communication.

Up to the time I left, no firing was heard at all. After the vessels with me had succeeded in drawing off the *Flora Temple*, we steamed as rapidly as possible for the mouth of the Chuckatuck, but it was quite dark and very hazy when we reached there; consequently we kept on for the Nansemond and reached there at 8 o'clock p. m., when I was informed by Lieutenant Commander Gillis that the second detachment had reported as above.

Immediately thereupon I sent orders by the *Smith Briggs* to the *Flora Temple* and General Jesup to proceed at daylight to the Chuckatuck, make a reconnaissance, and report to me as early as practicable at the mouth of the Nansemond.

At daylight I intend landing with a detachment and feeling my way, cautiously, to Chuckatuck village.

As soon as I have definite tidings I will communicate with you again.

In the mean time please request your vessels to keep a look-out on the banks of the James river for any of our men that may have strayed from the main body, if it has been captured.

Please communicate the above facts to Major General Butler, and oblige.

Very respectfully, your obedient servant,

CHARLES K. GRAHAM,
Brigadier General, &c.

Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

Please send a boat up the Nansemond to me, and the bearer, Captain Rowe, will proceed with his vessel to Smithfield.

Report of Captain Guert Gansevoort.

UNITED STATES IRON-CLAD ROANOKE,
Newport News, Va., February 4, 1864.

ADMIRAL: I have the honor to inform you of the facts (as far as I can recollect) relating to the expedition which went up the river on January 31, under the command of General Graham.

Sunday morning, January 31, about 10 a. m., three army steamers came up from Fortress Monroe and went near the Minnesota, and shortly after I saw a boat coming towards this vessel with an army lieutenant (whose name I do not remember) and Lieutenant Commander Gillis. On their arrival, the army lieutenant stated to me that General Graham was going on an expedition, and wanted Lieutenant Commander Gillis to go with him. I referred him to the admiral, and was informed that he was absent to Norfolk and would not be back until late in the afternoon. I replied that I did not consider that absence; to which they said that, to all intents and purposes, it was absence as far as the expedition was concerned; that the time that would be taken in sending to the admiral and the return would defeat the object of the expedition. I then asked him what was the object of this expedition. He replied that it was to capture about "fifty (50) men." I asked him how he expected to accomplish it. He said that they intended to go up the river a short distance, land the men, and then march down. I then asked what assistance Lieutenant Commander Gillis would be to them. He said that General Graham wanted him to take charge

of the boats: I asked him if he expected the sailors were to be landed. He told me no; that they had a force large enough, and that it was not the intention to land the sailors.

He also stated that they were not going far from the ship, and would be back in 16 or 18 hours, as they were ordered to return in that time.

Under these conditions, I consented to let Lieutenant Commander Gillis accompany the expedition, believing that it would meet with your approbation.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

Captain United States Navy.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Newport News, Va.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES GUNBOAT COMMODORE MORRIS,

Newport News, February 1, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in an expedition under Brigadier General Graham, having for its object the capture and breaking up of the camps of a body of rebels on the Chuckatuck creek, in Isle of Wight county. At the request of General Graham, and after communicating with the senior officer present, I took command yesterday of the forces on Nansemond river, both army and navy, which were to act in conjunction with the forces (under the immediate command of General Graham) from Smithfield, on Pagan creek. The force placed under my command by General Graham consisted of the army gunboat Smith Briggs and two launches, manned by thirty-four (34) men of the naval brigade, under command of Captain McLaughlin; besides which, I had fifty men obtained from the Minnesota. The force under General Graham consisted of seventy (70) men of the naval brigade, and twenty (20) cavalry; this latter force to land at Smithfield and march to the village of Chuckatuck, on Chuckatuck creek. It was supposed that at 2 o'clock they would have been two hours on the road, and therefore General Graham directed that the party he had placed under my command should land at that hour, and also march on Chuckatuck, where he expected they would form a junction. I did not arrive at Ferry Point, from which place they were to debark, until about five minutes before 2 o'clock, but at 2.15 all the men were landed, and at 2.20 they had taken up their line of march for Chuckatuck, with directions to proceed to that place and remain two hours, at the expiration of which time, if they neither saw nor received any intelligence of the other party from Smithfield, they were to return; which instructions were carried out, they having remained the specified time and received no intelligence of the other party, but hearing heavy firing in the direction of Smithfield, which led them to suppose that the enemy had been met in considerable force, and that our men had been obliged to retire. Returning without having seen any of the enemy, they re-embarked at 6.30 p. m. I then got under way, the Smith Briggs in company, towing launches, and stood down to opposite Town Point, where I came to anchor, feeling certain that the expedition had most signally failed. At 7.30, General Graham arriving in the Long Branch with the information that the party which he had taken had landed and were on their way across the peninsula, I got under way, and in company with the Long Branch and Smith Briggs returned to Ferry Point, where we again came to anchor, hoping to receive some intelligence. Having received none during the night, at 7 o'clock this morning General Graham started for Chuckatuck with thirty (30) men of the naval brigade, and the fifty (50) men belonging to the Minnesota, hoping either to meet or receive some word from those about whom

he now began to feel great anxiety; but being unsuccessful in his efforts, he returned to the vessels, determined to proceed again to Smithfield, to which place he had sent the Smith Briggs at an early hour in the morning. Before getting under way, however, the United States gunboat Commodore Barney brought your despatch of this date to me, and at the request of General Graham I immediately proceeded to the mouth of Pagan creek, where I communicated with the commanding officer of the United States steam gunboat Shokokon, who informed me that the launches sent to Pagan creek by yourself had been repulsed at Smithfield, with a loss of five wounded, one being Acting Master Pierson, of the Minnesota, and that the Smith Briggs and all on board had been captured; and that the smoke which was seen in the direction of Smithfield was supposed to be from the burning of that vessel, which supposition was confirmed in a short time by the rapid explosion of her shells; and soon thereafter, at 3.50 p. m., by the explosion of her magazine.

About this time a flag of truce was discovered on shore, on the lower side of Pagan creek near the mouth, and a launch belonging to the naval brigade, under command of Captain McLaughlin, was sent in to communicate. He brought off five of our men, including Captain Lee, (who had command of the force landed at Smithfield,) who had succeeded in making good their escape.

Captain Lee informed me that in the fight of Sunday he succeeded in driving the rebels; but having received information that heavy re-enforcements were coming in from Ivor station to cut him off from his advance on Chuckatuck, and also that there was a company of cavalry at Cherry Grove, he deemed it advisable to fall back on Smithfield, where he hoped to be able to communicate with General Graham in time to receive assistance before the enemy could advance in sufficient numbers to render his capture or destruction certain; but the Smith Briggs, which had been sent to his assistance, did not arrive until too late. The strength of the enemy, as reported by Captain Lee, was one regiment of infantry, one of cavalry, and one battery of artillery.

Deeming any further demonstration with the means at hand against so strong a force of the enemy impracticable, not being able to get up the river any further with my vessel, I directed the commanding officer of the Shokokon to return to the Minnesota with the launches and their crews, and the wounded men and officer, after which I returned and reported to you in person.

Very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant Commander United States Navy.

Acting Rear-Admiral S. P. LEE,

Com'g N. A. B. Squadron, U. S. Flag-Ship Minnesota, Newport News, Va.

Letter from Acting Rear-Admiral Lee to Lieutenant Commander J. H. Gillis.

FLAG-SHIP MINNESOTA, February 1, 1864.

SIR: I send this by the Barney. Ensign Harris has just come off on the Commodore Jones, and reports that the first detachment fell back upon Smithfield at 8 p. m. yesterday, where they are surrounded and short of howitzer ammunition. I have sent him to General Butler.

I am sending on launches to Pagan creek, with plenty of ammunition. The Morris or Barney can bring General Graham out and take him there if he wishes it. Leave a gunboat in the Nansemond to pick up stragglers.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieutenant Commander GILLIS,

Commanding Commodore Morris.

Report of Lieutenant Commanding John H. Upshur.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 1, 1864.

SIR: In your absence yesterday, at the Norfolk navy yard, Brigadier General Graham appeared here with three armed steamers and a detachment of men and sent a request that a gunboat might go up the Nansemond river to assist in an expedition, the object of which, as stated to me by one of General Graham's lieutenants, was to capture a number of the enemy's troops, (about forty,) and a quantity of tobacco, supposed to be located on the peninsula formed by the Nansemond river and Pagan creek.

The matter was referred to the senior officer present, Captain Gansevoort, who gave his consent, and the Commodore Morris, Lieutenant Commander Gillis, commanding, was assigned the duty. A detail of fifty men was sent from this vessel to the Morris to supply the deficiencies in her crew.

This morning, in obedience to your order, the launches of this ship were armed and equipped, put under the command of Acting Master Pierson, and sent to aid in rescuing a party of General Graham's men at Smithfield, said to be in a critical position.

I herewith enclose the reports of Acting Ensign Birtwistle and Acting Master's Mate Jarvis, officers of the launches, of the part taken by them in an engagement with the enemy at Smithfield, Virginia, Acting Master Pierson having been seriously injured.

I also enclose the surgeon's report of the wounded belonging to this ship.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,

Lieutenant Commander, Com'dg U. S. Steamer Minnesota.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Ensign James Birtwistle.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, February 1, 1864.

SIR: In obedience to your orders I left the ship this morning, at 9.30, in charge of the second launch, heavy 12-pound howitzer, and crew of 23 men, subject to the orders of Acting Master Pierson, who had command of the first launch, rifled howitzer, and 23 men. We were taken in tow by the United States steamer Shokokon, and arrived off Smithfield creek at about 12 a. m. The army steamer Smith Briggs came to us; we cast off from the Shokokon, and were taken in tow by the Smith Briggs, up Smithfield creek, to within about 2,000 yards of the village of Smithfield, when we discovered our army detachments on shore, and the enemy engaged—the enemy having a battery to the southward of the village, on which the Smith Briggs and first launch opened fire, it being about 3,000 yards distant. We continued in line toward the village, when we discovered our army men on shore running from the direction of the battery. The Smith Briggs ran alongside a wharf, and our men commenced getting on board of her, when the rebel riflemen opened a murderous fire on her and the launches from behind houses, &c., on the hill, about 250 yards from the wharf, driving the men from their guns on the Smith Briggs, and capturing her by charging down the hill; the launches during this time kept up a fire with shrapnell. We could then no longer stand the fire of the riflemen, and Mr.

Pierson headed the first launch down the creek, and, as he passed me, told me to follow him. We rounded the point near the village, rounded to, and fired a few more shots. Our flag was still flying on the steamer, and they appeared to be working her about. This I thought strange; but as soon as we were fairly under way down the creek again, they turned the guns of the Smith Briggs on us, and also artillery from the side of the hill. During the engagement George Anderson, (seaman,) while at the gun in the second launch, was wounded in the right hand, and when I overhauled the first launch at the mouth of the creek, I learned that Mr. Pierson was wounded in abdomen and right arm; George Cook, (seaman,) thigh and testicle; William B. Kelly, (seaman,) in bowels by sword thrust by Mr. Pierson.

In nearing the Shokokon, which was lying off the mouth of the creek, we met a boat from her in charge of her executive officer, with Shokokon's doctor and steward with necessaries for wounded; landed our wounded on the Shokokon. At about 2.45 p. m. she towed our launch to the Minnesota. During the attack on the Smith Briggs the first launch was about 200 yards from her, and the second launch was about 500. I think it was well that we retreated; could they have managed the steamer and outflanked us on the beach, we could not have returned.

I am, sir, very respectfully,

JAMES BIRTWISTLE,
Acting Ensign.

Lieutenant Commander J. H. UPSHUR,
Commanding U. S. Steamer Minnesota.

Report of Acting Master's Mate James Jarvis.

UNITED STATES FRIGATE MINNESOTA,
February 1, 1864.

SIR: The following is a true report of the boat expedition which left this vessel 10 a. m., in charge of Acting Master Pierson, in tow of the United States gun-boat Shokokon.

We proceeded to the mouth of Pagan creek, and finding we could not proceed any further, we then were taken in tow by the United States gunboat Smith Briggs and proceeded up the creek. Mr. Pierson and the pilot then went on board.

At 11.30 a. m. the enemy opened fire; it was immediately returned, and silenced the enemy's. Mr. Pierson gave orders to haul up alongside; he and the pilot returned to the launch. We cast off and proceeded nearer the town. Mr. Pierson then gave orders to Mr. Birtwistle to look out for his launch, for he should give him no more orders. Mr. Pierson said he would go above the town, but not to fire, for our men held the town. When abreast of the town the enemy commenced firing with muskets, (I should judge about 150,) which caused a confusion with the greater part of the launch's crew.

Mr. Pierson gave orders to turn the launch so the howitzer would come to bear on the enemy, using profane words to the crew. When the second volley was fired, wounding Mr. Pierson and three men, Mr. Pierson then said, "I am gone; you must get out the best way you can," giving the order to strike the flag. I then made answer, "that cannot be done." The coxswain, Thomas McCarty, and quartermaster, Julius Bartlet, repeated the answer, "No, no." By this time we were out of musket range, with the exception of those who ran down the bank and kept up a brisk fire until we were out of range.

The muskets in the boat were discharged at the enemy by those who did not

man the oars. We then proceeded down the creek to the United States gun-boat Shokokon, having our wounded put on board and cared for. At 5 p. m. reported on board.

I am, respectfully, your obedient servant,

JAMES JARVIS,
Acting Master's Mate.

Lieutenant Commander J. H. UPSHUR,
Commanding Minnesota, off Newport News, Va.

Report of Acting Master W. B. Sheldon.

UNITED STATES STEAMER SHOKOKON,
Off Newport News, Va., February 1, 1864.

SIR: I beg leave to submit the following report, so far as my knowledge extends, of the circumstances of the attack on the boats, and wounding one officer and three seamen (up Smithfield creek) belonging to the United States flag-ship Minnesota. About 10 o'clock a. m. this day I left the flag-ship with two launches belonging to the Minnesota, and proceeded with them in tow up the James river, arriving off Smithfield creek at 11.30 a. m. The army gun-boat Smith Briggs arriving, offered to take the launches alongside of her and tow them in, there not being water enough for this vessel to proceed further, it being very foggy at the time.

The Smith Briggs proceeded up the creek with the launches about four miles. I heard heavy and rapid firing; soon after it cleared away enough to see that the firing was from shore, and was returned by the Smith Briggs and launches; they then passed around a point of land, from sight. About a half hour after, saw the launches returning. I immediately sent a boat with the surgeon to assist the wounded, if any. At 3.30 p. m. the boats returned, having on board Acting Master Pierson and three seamen, wounded. I learned that the Smith Briggs had been captured and destroyed. I started with the wounded for the flag-ship, arriving at about 5.30 p. m. this day.

Yours, very respectfully,

W. B. SHELDON,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. Blockading Squadron.

Report of Pilot Henry Stevens.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 4, 1864.

SIR: According to your orders, I proceeded as pilot of the expedition in command of Acting Master A. B. Pierson, he having the two launches of this ship under his command. After leaving this ship, the United States steamer Shokokon took the launches in tow and proceeded to the mouth of Smithfield creek, where she anchored, the water being too shallow for her to proceed up the creek. The army boat Smith Briggs, on coming up, volunteered to take the launches in tow, which Mr. Pierson agreed to. After proceeding about two and a half miles up the creek, we perceived a man on the shore waving a white rag. The captain of the Briggs hove his vessel to, and sent a boat to get the man,

who proved to be a soldier belonging to our forces, and was taken the night previous by the rebels, but had escaped. When within half a mile of Smithfield wharf, the captain of the Briggs said, "I must let you go; I cannot tow you further." We cast off then from the Briggs and immediately opened fire on the rebel battery, they having opened fire on our forces about five minutes previous, and being about a mile and a half distant from us. After firing about five rounds we followed the Briggs toward the village. After getting to within about 250 yards of the dock, I observed that it was crowded with soldiers, the Briggs at that time lying close to the docks, and firing at right angles to it. We kept on our course toward the wharf for a couple of moments longer, when a body of rebels ran down a hill and charged on our soldiers on the wharf, driving many of them overboard, and at the same time opening fire on the launches from the left bank of the creek. At that time Mr. Pierson gave the order to turn round with her head down the creek, and at the same moment received a shot in the right arm, and ordered the flag to be hauled down. Mr. McCarty, coxswain of the launch, said, "I will kill the first man that touches the colors," or some words to that effect. Mr. Pierson said then, "If you will not haul it down, let it stay up." At this time the boats were going slowly down the creek, the enemy meanwhile keeping up a brisk fire at us. Mr. Pierson received another shot which struck him in the breast, and after a moment or so said, "I must lie down; I feel faint;" which he did accordingly. I think the rebels had possession of the Smith Briggs at that time, for while we were going down her guns were trained on us, and opened fire. We made the best of our way down the creek, and got alongside of the Shokokon at 2.30 p. m.

I ought to have stated that previous to the boats turning round, three of the men were wounded and fell to the bottom of the launch. I saw the Briggs on fire, and also saw her blow up at 3.50 p. m.

Very respectfully, your obedient servant,

HENRY STEVENS, *Pilot.*

Lieutenant Commander J. H. UPSHUR,

Commanding United States Steamer Minnesota.

Report of Assistant Surgeon A. Matthewson.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, Va., February 1, 1864.

SIR: I respectfully report, that in the engagement of this date with the rebel force at Smithfield, Va., the following persons, attached to the United States steamer Minnesota, were wounded: A. B. Pierson, acting master, by a musket shot, producing severe flesh wounds of the right arm and chest; George Cook, ordinary seaman, by a musket shot, producing flesh wounds of left thigh and scrotum; John B. Kelly, seaman, by a sword thrust in the abdomen, producing a serious wound; George Anderson, seaman, by musket shot, producing flesh wound of left hand.

Very respectfully, your obedient servant,

ARTHUR MATTHEWSON,

Assistant Surgeon U. S. Navy.

Lieutenant Commander JOHN H. UPSHUR,

Commanding United States Steamer Minnesota.

Note from Acting Rear-Admiral Lee to General Butler.

FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 1, 1864.

GENERAL: I respectfully suggest that hereafter all expeditions requiring naval co-operation, or passing the lines of the blockade, should be arranged between you and myself, before they are undertaken.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Com'g N. A. Blockading Squadron.

Major General BUTLER.

Commanding Department of Virginia and N. Carolina.

EXAMINATION OF FORT POWHATAN.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP N. A. B. SQUADRON,
Off Newport News, Va., March 29, 1864.

SIR: The department will recollect that an expedition under my command, sent by its direction up James river last July, took possession of Fort Powhatan, thoroughly destroyed its magazines, barracks, and all platforms for guns, and cut away all the sodding, of which there was a great deal and well done, leaving the fresh earthworks exposed to the effects of the weather.

On Sunday, the 27th inst., I received a confidential communication from General Butler, enclosing a copy of a statement he had received, representing that the enemy had removed all the guns and men from Drury's Bluff to Fort Powhatan, and still threatened to attack Norfolk, and that this information came "direct from Richmond from our friends."

Yesterday morning, 28th inst., I despatched the Commodore Morris, Lieutenant J. P. Fyffe, commanding, with the Commodore Barney, (Acting Master Williams,) and the Shokokon, (Acting Master W. B. Sheldon,) with orders to proceed to Fort Powhatan and ascertain if the enemy occupied it. These gunboats returned this morning, and Lieutenant Fyffe reports that he found Fort Powhatan in the condition I left it last fall, except that it was much wasted by the action of the frost and rains since.

I have communicated this information to General Butler, and enclose the report of Lieutenant Fyffe.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

A. R. Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant J. P. Fyffe.

U. S. STEAMER COMMODORE MORRIS,
Off Newport News, Va., March 29, 1864.

SIR: I have respectfully to report that yesterday, in obedience to your order, I proceeded with this vessel, the Shokokon, and Commodore Barney, to Fort Powhatan, to ascertain if it is armed. I found it unarmed and abandoned. It is

just as you left it in July, except from the effects of the weather. We arrived at Fort Powhatan at 5.30 p. m., remained there an hour, then steamed down the river again as far as Jamestown island, where, at 9.30, we anchored. This morning at 5.30 got under way again, and at 10 returned to this anchorage.

I am, very respectfully, your obedient servant,

J. P. FYFFE,
Lieutenant Commanding.

A. R. Admiral S. P. LEE,
Commanding N. A. B. Squadron.

ARMY REQUESTS CO-OPERATION OF THE NAVY UP JAMES RIVER.

Letter from Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,
Newport News, Va., April 4, 1864.

SIR : I called on Lieutenant General Grant at the fort, on Friday, the 1st inst. He informed me that he had instructed General Halleck to apply to the Navy Department to send iron-clads here. General Smith then informed me that he is to have a column to move on Richmond from this quarter, and desires a co-operating naval force.

I would be glad to know what additional force will be available for this most important service.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Comd'g N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Telegram from General Grant to General Halleck.

[Telegram.]

CULPEPPER COURT HOUSE, VA.,
8.30 p. m., April 8, 1864.

Major General HALLECK : It is the intention to operate up the James river as far as City Point, and all the co-operation the navy can give us we want. Two of the iron-clads are wanted as soon as they can be got. You will know how to communicate our wants to the Secretary of the Navy.

U. S. GRANT,
Lieutenant General, Commanding.

HEAD QUARTERS OF THE ARMY,
Washington, April 9th, 1864.

Official :

ROBERT U. SCOTT,
Captain 4th U. S. Infantry, A. D. C.

Respectfully referred to the Secretary of the Navy.

H. W. HALLECK,
Major General and Chief of Staff.

APRIL 9, 1864.

COMBINED ARMY AND NAVY EXPEDITION UP THE JAMES AND NANSEMOND RIVERS.

*Report of Acting Rear-Admiral Lee.*FLAG-SHIP NORTH ATLANTIC SQUADRON,
Off Newport News, Va., April 16, 1864.

SIR: I have the honor to submit the following report in regard to the part taken by the navy in the recent combined army and navy expedition up the James and Nansemond rivers: On the 9th instant I wrote to General Butler suggesting that he send a sufficient force to clear the country in the vicinity of Smithfield and Chuckatuck of the guerilla parties known to be there, and to destroy the boats which it was supposed they had concealed. (Copy enclosed, No. 1.) In reply to this I received on the 10th a letter from General Butler, (copy No. 2,) which was brought by General Graham, who proposed going up the creeks with his light armed transports and landing some troops in the Nansemond. I saw General Butler the same evening and urged him to send at once a suitable force to come in from the rear and envelop the rebels so as to effectually capture them at Iron station, and between the Blackwater, James, and Nansemond rivers, and to advise me when he was ready to begin this movement, that I might send a naval force to watch Chuckatuck and Pagan creeks, and prevent the escape of the rebels by water. This he promised to do. I suggested to him that the plan of attack brought by General Graham, of approach in front instead of in the rear, would drive back the rebels, whereas they ought to be captured. This recommendation I hoped would be adopted, but the plan sent by General Graham was substantially carried out, and the force sent to the rear was cavalry, and was kept too far off for effect. On the afternoon of the 12th I received from General Smith and Colonel Shaffer (chief of staff to General Butler) a memorandum, of which a copy is enclosed. On the morning of the 13th I issued orders to the commanding officers of the gunboats I had assigned to take part in the expedition—the Commodore Morris, Commodore Perry, Commodore Barney, and Stepping Stones—of which copies are enclosed. Two (2) launches with howitzers from this ship, in charge of Acting Master Wilder and Acting Ensign J. Birtwistle, were ordered to accompany the Stepping Stones. The gunboats and launches accordingly started from this point as directed, and up to sunrise on the morning of the 14th all was carried out according to their orders given. At this time, however, the intended co-operations and the infantry force on Pagan creek failed of being fully carried out, owing to the grounding of the transports and delay in landing the troops, and that part of the expedition designed to explore Pagan creek did not begin to ascend it until 12.15 p. m. The launches, going ahead of the troops, were fired on from the shore by a concealed force, and Acting Master Wilder, of this ship, instantly killed, and H. Miller, landsman, severely wounded. Assistant Surgeon William Longshore's report of casualties is enclosed, and the report of Acting Master Campbell (12) gives full details of this part of the affair. The Commodore Morris, as will be seen by the report of her commanding officer, Lieutenant Fyffe, assisted the military force, and carried out my orders. The Commodore Perry and Commodore Barney also did their part in co-operating with the troops in the Nansemond and Western branch. The boats from these vessels explored Western branch to the extent that the troops afforded co-operation. The expedition returned yesterday afternoon. It failed in accomplishing the main objects, viz: the complete capture of the rebels in that region and the destruction of the torpedo-boat which attacked this ship on the morning of the 9th. This, it was ascertained, had gone from Pagan creek

to Richmond on the night of the 10th instant for repairs. This country is a very difficult one to operate in, and requires more time than was available for a complete overhauling. I give in a separate report information received in relation to this torpedo-boat. The results accomplished were four (4) prisoners, one (1) 12-pound howitzer, belonging to the navy, and probably captured by the rebels from the army boat Smith Briggs, and a few wagons taken and brought off; a valuable officer killed, and one man wounded on our side—the rebel loss unknown. The following enclosures accompany this report:

No. 1. Admiral Lee to General Butler, April 9, 1864.

No. 2. To Admiral Lee from General Butler, April 10, 1864.

No. 3. Memorandum received from General Butler and Colonel Shaffer, April 12, 1864.

No. 4. Orders to Acting Master D. A. Campbell, United States steamer Stepping Stones, April 13, 1864.

No. 5. Orders to Acting Volunteer Lieutenant A. P. Foster, United States steamer Commodore Perry, April 13, 1864.

No. 6. Orders to Acting Master James M. Williams, United States steamer Commodore Barney, April 13, 1864.

No. 7. Orders to Lieutenant J. P. Fyffe, United States steamer Commodore Morris, April 13, 1864.

No. 8. Report of Lieutenant Commander J. H. Upshur, commanding United States steamer Minnesota, (three enclosures,) April 16, 1864.

No. 9. Report of Acting Master J. M. Williams, United States steamer Commodore Barney, April 14, 1864.

No. 10. Report of Acting Volunteer Lieutenant A. P. Foster, United States steamer Commodore Perry, April 15, 1864.

No. 11. Report of Lieutenant Joseph P. Fyffe, United States steamer Commodore Morris, April 15, 1864.

No. 12. Report of Acting Master D. A. Campbell, United States steamer Stepping Stones, April 15, 1864.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

A. R. Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Admiral Lee to General Butler.

FLAG-SHIP N. A. B. SQUADRON,

Off Newport News, Va., April 9, 1864.

GENERAL: The vicinity of Smithfield and Chuckatuck are known to be invested by guerillas, who are reported to have boats concealed up those creeks and their tributaries. You are aware that the rebels have an organized system of boat expeditions all along the coast, operating at one time from creeks in Morton and Gloucester counties against the Eastern Shore counties, Cape Charles light-house, &c.; at another time against the gunboat Underwriter at Newbern, and now against this ship here. In all these cases they harbor in the vicinity of their operations. This was explained by your prisoner, Acting Master Webb, of the rebel navy, captured while thus engaged in the Neck counties near Yorktown, where, as in the vicinity of Smithfield, &c., the small creeks are numerous and not accessible to our gunboats. It is believed that the little torpedo-boat which struck this vessel last night, happily without accomplishing its object, come out of Pagan and Chuckatuck creeks or their tributaries. I respectfully suggest that you send at once a sufficient force to capture these rebels and

destroy their boats on the upper creeks and to co-operate with a naval force to prevent their escape by the river, which I will send as soon as you are ready

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

A. R. Admiral, Com'dg N. A. B. Squadron.

Major General B. F. BUTLER,

Commanding Dep't Va. and N. C.

Letter from General Butler to Admiral Lee.

HEADQUARTERS 18TH ARMY CORPS, DEP'T OF VA. AND N. C.,

Fortress Monroe, April 10, 1864.

ADMIRAL: I have your note in relation to the pirates of the creeks and inlets of the James river and the means of destroying them, and am desirous of co-operating with you in that object. I have, therefore, sent General Graham, who is charged with the duty of making all such dispositions as you may judge necessary, after conference with him for the purpose indicated.

Very respectfully, yours,

BENJAMIN F. BUTLER,

Major General Commanding.

Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Memorandum from General Butler.

FORT MONROE, April 12, 1864.

Admiral Lee will please have a gunboat at Halloway's Point, on the Nansemond, to-morrow evening, for the purpose of covering the crossing of an infantry force. The boat is to remain until advised to withdraw. Place one or more gunboats some distance above Day's Point when the army gunboat Brewster proceeds to that place with her convoy to land the infantry—the naval vessel to remain there after the Brewster and transports leave, and to continue there until information is communicated that the object of the expedition has been effected. Likewise to station a gunboat near the mouth of Pagan creek, whilst the army gunboats of light draught convoy troops in and out.

Orders to Acting Master D. A. Campbell.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Virginia, April 13, 1864.

SIR: Proceed with the Stepping Stones, under your command, to the mouth of Pagan creek, taking in tow the two (2) launches of the Minnesota. You will there be joined by an army transport with troops, which are directed to land at or near Smithfield at sunrise in the morning. Render all the assistance in your power in effecting and covering this intended landing, and after it is effected, remain at that station until you are advised that your services are no longer needed.

Guard closely the water before and after the landing is effected. The object of this expedition is to co-operate with a detachment of our troops which will

be landed some distance above Day's Point for the purpose of scouring the waters about Pagan creek and capturing and destroying any rebel torpedo or other boats which may be there secreted.

In furtherance of this object, as well as covering the landing, the launches will be employed.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, commanding N. A. B. Squadron.

Acting Master D. A. CAMPBELL,

United States Steamer Stepping Stones.

Orders to Acting Master A. P. Foster.

FLAG-SHIP MINNESOTA,

Newport News, Virginia, April 13, 1864.

SIR: Proceed with the Commodore Perry, under your command, to the landing opposite Halloway's Point, on the Nansemond river, timing your departure so as to pass through the obstructions in safety, and so as to arrive at Halloway's Point at 10 o'clock p. m. to-night. It is intended to cross in pontoon boats an infantry force to Halloway's Point at 11 o'clock p. m. Communicate with the officer in command of such troops as you may find upon the bank of the Nansemond, opposite Halloway's Point, and so dispose of the Commodore Perry as will best assist and cover the intended passage and landing of the troops on the other side of the river. You will remain in such position until you are advised that your presence there is no longer needed and you are directed to withdraw. The Commodore Perry is directed to proceed further up the Nansemond to Western branch, and you will send with her two armed boats from the Perry, under competent officers, who will be under the orders of Acting Master Williams, commanding the Barney.

Should the General Putnam still be in the Nansemond, you will deliver the accompanying despatch to her commanding officer.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Acting Vol. Lt. AMOS P. FOSTER,

Commanding United States Steamer Commodore Perry.

Orders to Acting Master James Williams.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, April 13, 1864.

SIR: Proceed with the Commodore Barney, under your command, up the Nansemond river, communicating with the Commodore Perry, and receiving from her two armed boats, with which you will proceed with the Barney to the mouth of Western branch. It is expected that a detachment from the army will be at Milnerstown or Red Ferry, situated on the West branch, at about 11 o'clock to-morrow, (Thursday morning,) who are to co-operate with you in exploring and scouting the Western branch for the purpose of capturing or destroying any rebel torpedo or other boats which may be there secreted. Upon your arrival at the mouth of the creek you will arm and equip two boats from the Barney, and, together with the two boats of the Perry assigned to you, you

will carefully and cautiously ascend the Western branch, having first endeavored to ascertain the strength of the enemy, if any there, and communicate, if practicable, with the army detachment expected at Milnerstown or Red Ferry at 11 o'clock. You will take command of this boat expedition in person, and be careful not unduly to expose your men. Upon the return of the boats to the Barney, join the Commodore Perry at Halloway's Point, and remain there until your services, in covering the army operations at that point, are no longer needed, when you will return and report to me here.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Acting Master JAMES M. WILLIAMS,

Commanding U. S. Steamer Commodore Barney.

Orders to Lieutenant Joseph. P. Fyffe.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., April 13, 1864.

SIR: It is intended that a force of infantry will be landed at daylight, to-morrow morning, some distance above Day's Point, on the James river. For the purpose of assisting and covering this landing, you will hold yourself in readiness to proceed with the army transports, which will be collected at Newport News, at about midnight, this evening, under cover of the armed transport Brewster, and will accompany the expedition to the point of landing. You will direct that the United States steamer Shokokon, now on advance picket duty, be in readiness to join you as you proceed up the river, giving her commanding officer notice of the intended movement beforehand. Upon the arrival at the point of landing, you will so dispose of the Commodore Morris and Shokokon as to render every assistance in covering the landing, and after the landing has been effected, the naval vessels will remain in their positions until information is communicated that the objects of the expedition are effected. Guard closely the water during this movement. You are charged with the notification to the commanding officer of the vessels now lying in James river, between Newport News and the intended place of landing, of the intended movement, so that the vessels engaged in it may pass safely and quietly to their destination. It is intended that an infantry force shall land at or near Smithfield, passing into Pagan creek to assist in that movement; the Stepping Stones with two launches from the Minnesota, is detailed to assist and cover the landing, which will take place at sunrise to-morrow.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieutenant JOSEPH P. FYFFE,

Commanding U. S. Steamer Commodore Morris.

Report of Lieutenant Commander Upshur.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Va., April 16, 1864.

SIR: I enclose herewith the reports of Acting Ensign Birtwistle and O'Conner, of this vessel, of the part taken by them and the men under their command, composing the crews of the launches in the late expedition to Smithfield;

also Assistant Surgeon Longshaw's report of casualties. It is with feelings of deep regret and sorrow that I have to report the loss of Acting Volunteer Lieutenant Wilder. He was a brave, zealous, and subordinate officer. True to the reputation he had won among his shipmates for promptness and gallantry, he fell while in the act of firing a shot at the enemy.

I am, very respectfully, your obedient servant,

J. H. UPSHUR.

Lieut. Commander, Commanding U. S. Steamer Minnesota.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Ensign F. A. O'Connor.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 15, 1864.

SIR: I have the honor to report that on the 13th of April, at about 7 p. m., the first and second launches of this ship, with a crew of nineteen and twenty men respectively, the second launch being under the charge of Acting Ensign James Birtwistle, and both being under the command of Acting Master Charles B. Wilder, left this ship, and went alongside the United States steamer Stepping Stones and were fastened astern, while the Stepping Stones proceeded a short distance up the James river and anchored. At 2 a. m., on the 14th, the Stepping Stones proceeded up the James river to the mouth of Pagan creek with the boats in tow, where she anchored, it being yet dark and seeing no signs of the army transports. At about 5.30 a. m. two army boats came in view coming down the river, and soon others came from the same direction. We lay there, waiting for them to come in, which they seemed unable to do. At about 10 a. m. the boats cast off from the Stepping Stones and anchored, while she proceeded out and communicated with the transports and then piloted them into the creek, and was the pilot of the flotilla all of the way to Smithfield. When the Stepping Stones got back into the creek the launches proceeded up in tow of the army steamer Emma; she got aground after proceeding about three miles, when the boats cast off from her, and commenced to pull up. At about 12.15 noon we arrived off Smithfield, having up to this time seen no enemies. The first launch proceeded a short distance beyond the wharf to a jetty, where Mr. Wilder sent me with a guard of four men to bring down one of the inhabitants of the town, one of whom we saw sitting in front of a store. I brought him to Mr. Wilder, who examined him closely concerning the rebels and about the torpedo boat. He stated that there were no troops in the vicinity, nor had there been any since the Smith Briggs was destroyed, but occasionally some of the rebel picket, came into the town. He also stated that the torpedo boat had been there twice, and had come from Richmond. He told us that the David had left the village on last Sunday night, at 10 o'clock, and had returned to Richmond. We then went back to the wharf, and Mr. Wilder left the launch and communicated with Acting Master Campbell and the officer commanding the forces on shore. At 2 p. m. Mr. Wilder said to Mr. Birtwistle that he was going a short distance up the creek, and desired him to follow at a short distance, and cover us in the first launch, which he did accordingly. We then proceeded up the creek, and past the town, till we came to the ruins of a bridge, where we saw an old negro sitting; we went alongside the bank, and Mr. Wilder put various questions to him, and the answers he gave corroborated the statement of the man who was previously examined. Apprehending no danger, though we were prepared for it, we proceeded through the bridge and up the creek, and were followed at the proper distance by the second launch. When we were about

three hundred yards from the bridge the enemy opened fire on us from the right bank of the stream and from a thickly wooded bluff. Immediately we pointed the boat's head for the bluff and returned the fire from the howitzer and the rifles—Mr. Wilder going to the howitzer, and I attending to the boat and using small arms. We had fired two rounds at the rebels, and Mr. Wilder had the lock string in his hand ready to fire when, I regret very much to say, he was struck by a rifle ball in the left temple and instantly killed. H. H. Miller, one of my men, was also struck by a rifle ball and badly wounded. I discharged the gun, and got the launch with her head down stream, thinking it was useless to endanger the lives of my men any longer. Mr. Birtwistle got a good position and ably supported me, and I will now add that through the whole expedition my men behaved well, and especially while under fire. This morning my boat, in company with the second launch, covered the army steamer Emma while she ascended the creek. We gave the woods a vigorous shelling, and had the satisfaction of starting some of the enemy from the woods. The town of Smithfield has a deserted appearance, and I saw no one in the town but old men, women and children.

I am, very respectfully, your obedient servant,

FRED. A. O'CONNOR,
Acting Ensign United States Navy.

Lieut-Commander J. H. UPSHUR,
United States Navy, Commanding U. S. Steamer Minnesota.

Report of Acting Ensign Jas. Birtwistle.

UNITED STATES STEAM FRIGATE MINNESOTA,
Off Newport News, Va, April 25, 1864.

SIR: I have the honor to report that on the 13th instant, pursuant to your orders, I left the ship, in charge of the 2d launch, with Master's Mate J. M. Simms, (20) twenty men, and heavy 12-pounder howitzer, subject to the orders of Acting Master Charles B. Wilder, in command of the 1st launch, with Acting Ensign Fred. A. O'Connor, (19) nineteen men, and heavy 12-pounder howitzer, smooth bore. Both launches were taken in tow by the Stepping Stones. She anchored a short distance up the river until 2 o'clock next morning, the 14th, when she got under way and arrived off Smithfield creek, which we entered at daylight and came to anchor just inside, awaiting the arrival of the army steamer which steamed in towards us at about 9 a. m., but grounded outside. The Stepping Stones went out to pilot them in while the launches lay at anchor until they came up, when we were taken in tow by the army steamer Emma to within about (3) three miles of Smithfield, when we cast off and took stations to cover the advance and landing of the troops, and arrived at Smithfield at about 12.30. Troops landed, launches advanced, and Mr. Wilder stationed me to guard the main street and back entrance to the town, while he commanded the main approaches to the right of the town; and while in this position Mr. Wilder interrogated an aged colored man who was living in a toll-house to a destroyed bridge near him in reference to the Torpedo, the nature of the creek, force and vicinity of the rebels, and other necessary and important questions, while I, on the left, questioned an aged white man in a similar manner. Shortly afterwards we compared accounts, and found them to agree. Though they said the Torpedo had left there last Sunday evening, Mr. Wilder was not satisfied, nor any of us; we thought possibly their statements were not true, or she might have returned. Mr. Wilder having called me to him, placed me in command of the right of the town, while he went to consult Acting Master Campbell, commanding the Stepping Stones. He returned

and said he was going a little way up the creek, and ordered me to follow him and cover his advance. He proceeded through the bridge a few hundred yards, when he was fired on from an ambushed bluff by concealed riflemen. Fortunately the 2d launch was lying on their oars—waiting for the 1st launch to get about (100) one hundred yards ahead—with the gun manned and trained directly on the bluff. I primed and fired a percussion shell right in their midst, and the second volley they fired was quite scattering; backed the 2d launch and fired rapidly, each shell bursting beautifully. The 1st launch, on being fired on, promptly rounded to and fired three effective shots from their gun, and discharged all their small arms, pulled from under the bluff under cover of the 2d launch; and I most sincerely regret to have to say that while in close action Mr. Wilder received a shot in the left temple which killed him instantly, and in the very act of pulling the lock-string of the howitzer to fire the second shot. Mr. O'Connor then fought and managed the 1st launch gallantly, bringing her out manfully, and his men fought heroically. I ordered him to take position on the opposite side of the bridge, but he said he had wounded in his boat, so I allowed him to proceed to the Stepping Stones, and the shots then were very few. The Stepping Stones at this time chimed in beautifully, sending a number of well-directed shots in various places at the edge of the woods, which greatly cheered us, and we heard no more firing from the enemy.

I am very gratified to say that Mr. Simms, officer of the piece in the 2d launch, was remarkably cool, and directed the working of the gun in a most creditable and skilful manner. All the men, both at the gun and the oars, gave the strictest attention to every order, and I feel at a loss to commend any individual one. Therefore, sir, I commend to your notice both officers and men of both launches. Not a shot was dodged by any one, and when I headed the 2d launch toward the town, to get clear of some bushes on my starboard quarter, the crew murmured, and to hasten the move I had to tell them I was only getting clear of the bushes for a better position. I then lay awhile in easy range; and the army having possession of the town and its rear, I reported to Captain Campbell, and lay astern of the Stepping Stones until the next morning. At about 7 a. m. we covered the advance of the little army steamer Emma with troops up the creek, and had the satisfaction of driving a number of the enemy from the same place. She returned without the Torpedo.

I am, sir, very respectfully, your obedient servant,

JAS. BIRTWISTLE,
Acting Ensign.

Lieut. Commander J. H. UPSHUR,
Com'dg U. S. Steam Frigate Minnesota.

Report of Assistant Surgeon Wm. Longshaw, Jr.

UNITED STATES STEAM FRIGATE MINNESOTA,
Newport News, Va., April 15, 1864.

SIR: I have to report the following casualties to the detachment sent from this ship on the 13th instant, under command of Acting Master D. M. Campbell, to co-operate with the army in landing at Smithfield, Va., on the 14th instant. Killed, Acting Volunteer Lieutenant Chas. B. Wilder; wounded, Harmon H. Miller, landsman, severely in left shoulder.

Very respectfully, your obedient servant,

WILLIAM LONGSHAW, JR.,
Assistant Surgeon, U. S. N.

Lieut. Commander J. H. UPSHUR,
Com'dg U. S. Steam Frigate Minnesota.

Report of Acting Master Jas. M. Williams.

UNITED STATES STEAMER COMMODORE PERRY,
Nansemond River, Va., April 14, 1864.

SIR: In obedience to your orders of the 13th instant, I proceeded up the Nansemond river, and at 7.45 p. m. of that day (13th instant) reported to the commanding officer of the Commodore Perry, (lying at first obstructions in the river,) who furnished me with two boats (crews, armed) from his vessel. We then proceeded up the river, and at 10.55 p. m. anchored at Sleepy Hole. I then fitted out two armed boats from this vessel, and with the two from the Commodore Perry communicated with Colonel Keys, of the 118th New York volunteers, (at 11.30 p. m.,) who required our assistance in transporting his troops to the opposite side of the river. At 2.30 a. m. of this day (14th April) they commenced crossing in army launches and boats on the expedition from this vessel, and at 6 a. m. the last of them had crossed. I then returned to this vessel immediately, got under way, and, with two of the Commodore Perry's boats in tow, steamed to Western branch and anchored at the obstructions; then, with two boats' crews, armed, proceeded about three miles up the branch, where I communicated with the colonel of the 13th New Hampshire volunteers, who informed me that the pickets had seen rebel cavalry in the morning, (it was noon when I met the colonel.) He also informed me that they (the rebel cavalry and infantry) were reported to be about ten thousand strong, and in the neighborhood of Barber's Cross Roads. A little further up the branch I met a citizen (a farmer) whom I strictly questioned concerning torpedoes, boats, &c. He positively denied that any such things were in that neighborhood, but he acknowledged that they might be in Chuckatuck, as Lieutenant Roy had a force at his headquarters to replace the old one that we had captured on the 29th March. After receiving from him all the information that he appeared to know, I returned to my vessel, steamed to Sleepy Hole, where the Commodore Perry was anchored, returned her boats, and proceeded down river to flag-ship.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,
Acting Master Commanding.

Acting Rear Admiral S. P. LEE,
Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant A. P. Foster.

UNITED STATES STEAMER COMMODORE PERRY,
April 15, 1864.

SIR: I have the honor to report that, in obedience to your orders of April 13, I proceeded up the Nansemond river to the landing opposite Halloway's Point, at which place I arrived at 9.50 p. m. I there found Colonel Keys, of the 118th New York volunteers, who told me that he intended to cross four hundred (400) troops as soon as his barges should arrive.

I offered to render him any assistance in my power with regard to crossing his troops. He told me that he would cross the troops himself, but desired me to take such a position as would cover the landing of his troops. This I immediately did.

At 11.45 p. m. the Delaware came up with four (4) launches, under the charge of a lieutenant of the naval brigade. I immediately sent the lieutenant with the barges on shore to report to Colonel Keys. I went on shore myself,

and again offered to assist in crossing the troops. The colonel, however, wished to cross them himself. It was five o'clock in the morning before all the troops were across the river. At 3 o'clock, on the afternoon of the 4th instant, seventy (70) men returned, under charge of the lieutenant colonel of the regiment, and recrossed.

At 2 o'clock this p. m. Acting Ensign Arnold Harris arrived here in the army gunboat Brewster, and reported to me that the remainder of the troops under Colonel Keys had been taken to Norfolk, and would not return to recross at Nansemond. I immediately got under way, and proceeded to Newport News.

I am, sir, very respectfully, your obedient servant,

AMOS P. FOSTER,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Newport News, Virginia.

Report of Lieutenant Joseph P. Fyffe.

UNITED STATES STEAMER MORRIS,
Newport News, April 15, 1864.

SIR: I have the honor to report that, in obedience to your orders of the 13th instant, I proceeded with this vessel, the Commodore Jones, and Shokokon, accompanied by the army transports Brewster and John D. W. Pentz, up James river to a point in Burrell's bay, about three miles north of Point of Shoals light-house, where, arriving at 3.30 a. m. of the 14th, the troops were disembarked from the transports by the boats of this vessel, the Commodore Jones, and two launches, the Shokokon being sent on picket about four miles further up the river. All the troops, nearly four hundred of the 23d Massachusetts regiment, were landed by 5 a. m., when the transports steamed down the river. About 7 a. m. some musket firing was heard, which I supposed to be a small party of skirmishers. At 8 a. m. an officer (quartermaster) came down to the beach at a point about one and a half mile below where the troops had landed and made signal to this vessel. He was accompanied by three soldiers. I went in a boat to communicate with him, but before I got to the beach he had sent two of his men off, who did not return, and are now supposed to be prisoners. On landing he told me that he had two wounded men; that they were in the rear guard of the regiment, which was but a short distance off. I took five men with me to help bring the wounded down, the officer acting as guide. We proceeded about three-quarters of a mile to where he said the rear guard ought to be, but saw nothing of them, nor could we find the wounded. We saw a cavalry picket or escort, composed of about eight men, riding in the direction of Day's Point. We fired upon them, at which they returned and galloped back, and we returned to our boats. I brought the officer and one man on board this vessel, and soon after I put them on board the Brewster. At 12.15 discovered some soldiers on shore, at a house just above Rock wharf, who were signaling to this vessel. I now discovered them to be the same ones we had landed in the morning. I manned two boats, and went on shore to see what assistance was required. On landing, the colonel told me he had four wounded men and four prisoners, and said he had no way of caring for the wounded, and no way of keeping his prisoners, and wished me to receive them on board this vessel until they could be properly cared for, which I did. They were all put on board the Mt. Washington last evening, and sent down. He had also a twelve-pound Dahlgren howitzer, which he had found in the house,

and which he said he should leave, as he had no way of taking it with him. I then took it and brought it on board, where I still have it. It is complete, with the exception of sights. At 10 p. m. last night the John D. W. Pentz came up after the troops, and requested of me some boats to help re-embark them, which I sent. They were all got off at 3.30 this morning, and immediately started down the river. I remained there until I received your orders to return to this station, which I reached at 7 o'clock p. m.

Very respectfully, your obedient servant,

JOSEPH P. FYFFE,

Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—I omitted to mention that, at 2.30 this morning, this vessel was hailed from Rock wharf. I sent a boat, which brought off a soldier of the 23d Massachusetts, who said he had been left behind. I shall send him to his regiment.

JOSEPH P. FYFFE,

Lieutenant Commanding.

Report of Acting Master D. A. Campbell.

UNITED STATES STEAMER STEPPING STONES,

Off Newport News, Va., April 15, 1864.

SIR: I have the honor to report that, in obedience to your order of the 13th instant, I proceeded with this vessel and two launches from the Minnesota in tow, under command of Acting Master Charles B. Wilder, to the mouth of Pagan creek, at sunrise on the 14th, to co-operate with a detachment from the army, but as the transports did not arrive until 9 a. m., and then all got aground, it was late before we could proceed. As soon as the transports grounded I sent a boat to know if I could render them any assistance, to which the captain replied they had no pilot. When the boat returned, and reported this to me, I steamed down to them, told the captains to follow me as soon as they could get afloat, and I would show them the way, which they did, and I steamed up the creek to Smithfield, arriving at 12.15 p. m., followed by the steamers C. W. Thomas, John Tracey, and Emma, and landed the troops without opposition. The Stepping Stones taking position about one hundred (100) yards below, and the launches about fifty (50) yards above, the transports to cover the landing. After the troops were landed, I immediately reported to the senior army officer present, and was requested to remain until further orders, which I did. At 2 p. m. Acting Master Wilder told me he would like to go to the upper end of the town with the launches, if I had no objection; I replied that I had none, and (as I suppose) thinking there was no danger, we not having seen any rebels on the way up, went about two hundred (200) yards further up the creek, where about fifteen (15) of the rebel signal corps, which were concealed in the woods on the bank, opened on the launches with musketry. Sad to relate, Acting Master Wilder, of the Minnesota, was instantly killed, a musket ball passing through the head, and Harmon H. Miller, (seaman,) also from the Minnesota, was severely wounded. The boats returned the fire promptly, as did also this vessel, and we very soon heard no more from them. The boats, after giving the woods a pretty good shelling, returned to this vessel. I am satisfied, from the best information I could obtain, that the rebel torpedo boat, which has been hovering around these waters for a few days, left Smithfield on Sunday evening last, bound to Richmond. It is reported by the inhabitants,

with several of whom, both white and black, I conversed, and their statements all agree that the torpedo boat came to Smithfield on Saturday morning, the 9th instant, and left on Sunday evening for Richmond for repairs. As near as I could ascertain, she is a wooden boat, about thirty-five (35) feet long, and very narrow, has a propeller engine, low pressure, is covered with boiler iron, making her shot-proof against musketry, and is commanded by Lieutenant Davidson, of the rebel navy. This morning, at daylight, General Graham informed me that my services were no longer required at Smithfield, and requested me to cover the rear of his transports while going down the creek, which I did, and arrived at this place at 11.30 a. m. The officers and men of this vessel, as well as the officers and men of the Minnesota's launches, conducted themselves through this expedition in the most becoming manner, always ready and anxious to do their duty. Pilot Henry Stevens, of the Minnesota, deserves much credit in piloting this vessel, as well as the transports; were it not for him, we should not have been able to find the way to Smithfield without much difficulty.

I am, sir, very respectfully, your obedient servant,

D. A. CAMPBELL,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Squadron.

THREATENED ATTACK ON GENERAL PALMER.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Hampton Roads, Va., April 29, 1864.

SIR: Commander Davenport reports as follows, under date of 26th instant:

"General Palmer informed me this morning confidentially that he intended to withdraw most of the force from Washington, leaving only enough to make a show. I have directed Commander Renshaw to send all the stores belonging to the navy, including ammunition, to this place.

"From the best information the enemy is very active in his movements, and we expect an attack from all points at any moment."

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

SUCCESSFUL LANDING OF THE ARMY AT CITY POINT.

[Telegram.]

FLAG-SHIP MALVERN,

Off City Point, May 6, 1864—4.30 a. m.

A successful landing at City Point was accomplished by the army yesterday afternoon.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

MOVEMENT UP JAMES RIVER.—LANDING OF ARMY AT CITY POINT AND BERMUDA HUNDRED.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, N. A. B. SQUADRON,
James River, May 6, 1864—2.40 p. m.

SIR: I informed the department this morning of the successful landing of the army at City Point and Bermuda Hundred last night. The army movement was admirably planned and executed. Contrabands say that there are no rebel troops in this vicinity, and that within the last two days all the troops from Richmond have been sent to Lee.

I transmit enclosed a copy of my order of the 4th instant, under which the naval part of the movement was made.

I deeply regret to report that the Commodore Jones, Lieutenant Commanding Joseph Fyffe, has just been blown up by a torpedo and utterly destroyed near Four-Mile creek, opposite Jones's Neck.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

2.50 p. m.

P. S.—Later contraband intelligence represents that there are many troops near the left bank of this river.

S. P. LEE,
Acting Rear-Admiral.

Order for operations up James river.

FLAG-SHIP MALVERN,
Newport News, Wednesday, May 4, 1864.

The iron-clads will be under way without fail at three o'clock a. m. to-morrow; take their tows and be ready to start at the dawn of day (four o'clock) in the following order:

	Side tow, starboard quarter.		Head tow.
Tecumseh,	towed by Hydrangea	and	Commodore Jones.
Canonicus,	" Poppy	"	Mackinaw.
Saugus,	" Cohasset	"	Hunchback.
Onondaga,	" Rose	"	Eutaw.
Atlanta,	" Young America	"	Dawn.

The gunboats will tow ahead, the pilots of the iron-clads going on board of them and remaining until the arrival of the vessels at Harrison's bar, when they will return to their respective vessels, and the head tow will cast off. The Atlanta, with the Dawn and Young America, upon their arrival at Fort Powhatan, will drop out of line, and take up a position to cover our troops, which it is expected will then be in possession of that point, as well as Wilson's wharf. The Dawn will proceed to Wilson's wharf for the same purpose. The Young America will act as guard boat to the Atlanta. The rest of the iron-clads will push forward with despatch to Harrison's bar, which it is expected they will reach between one and two o'clock p. m., in time to cross at high water. After crossing the bar they will be taken to designated positions just above Bermuda Hun-

dred, in line ahead, and make every preparation for immediate service in covering the landing of troops and repelling and destroying the enemy's vessels, should they appear. The main body of the army will move up the James river from Newport News at or soon after midnight to-night.

The following vessels will be under way by midnight, and take positions in the following order ahead of the army transports:

Osceola, Commodore Morris, Shokokon, Stepping Stones, Delaware, General Putnam, Shawsheen.

All of these vessels will be fully prepared to drag for torpedoes themselves and with their boats, and to send boats to fire-rafts with grapnels, with which to tow the rafts clear of the vessels and on shore.

Upon arriving at Harrison's bar, the General Putnam and Stepping Stones will go ahead and drag the bar carefully for torpedoes, taking care to keep one or two hundred yards apart, so that they do not explode the torpedoes under each other. As soon as a torpedo is discovered, the vessel making the discovery will at once signify it by hoisting the usual pennant, when every precaution will be taken by dragging with the boats and following slowly. After leaving Harrison's bar, the Stepping Stones, General Putnam, Delaware, and Shawsheen will together search the waters between that point and one mile above Bermuda Hundred for torpedoes, the Delaware on the port side of the channel, the Shawsheen on the starboard side, the General Putnam and Stepping Stones in mid-channel, in bow and quarter line as near as practicable. The iron-clads will not go up to their positions until this is done. The tugs attached to the iron-clads will act as tenders to them, under the squadron orders and instructions in regard to torpedo boats, &c. The Osceola and Mackinaw will take up positions from one-fourth to half a mile ahead of the iron-clads, in waters which they must previously drag for torpedoes. The Commodore Jones and Shokokon will take up a position off the mouth of Appomattox river, between City Point and Bermuda Hundred. The Eutaw, Hunchback, and Commodore Morris will take position below City Point to protect and cover the landing of troops, and be ready to render such assistance as may be necessary. The General Putnam and Stepping Stones will cover the boats of the Osceola and Mackinaw while dragging the river for torpedoes above Bermuda Hundred, which will be done as soon as those vessels have taken their position. The Delaware and Shawsheen will cover the boats of the Commodore Jones and Shokokon, which will, as soon as they have taken their position, proceed to drag the mouth of the Appomattox and examine the banks of that river for torpedoes. These directions are to cover the landing of the troops, which it is intended shall be made at City Point and Bermuda Hundred simultaneously. In case of opposition to the landing, such additional force will be applied to the point most needing it as will best protect and cover the operations of the army. A detachment of army gunboats, under General Graham, together with troops in transports, will pass up the river at or about seven o'clock this evening to operate against the enemy's signal station and to occupy Fort Powhatan and Wilson's wharf. The gunboats preceding the main body of the army will therefore be careful not to fire upon this division nor thus alarm the enemy. No guns will be fired while going up the river, except in case of necessity, for fear of firing on our parties operating on shore.

The vessels while in the river will wear their distinguishing pennants and observe the greatest vigilance.

No excuse will be received for not being ready to move at the appointed time, as it is of the utmost importance to reach Harrison's bar at high water at one p. m. to-morrow.

S. P. LEE,
Acting Rear Admiral, Com'g N. A. B. Squadron.

DESTRUCTION OF UNITED STATES STEAMER COMMODORE JONES AND SHAWSHEEN.

Report of Acting Rear-Admiral S. P. Lee.

[Telegram.]

FLAG-SHIP, CURL'S NECK,
May 7, 1864.

Yesterday, about 12 m., a large torpedo, which dragging had failed to discover, was exploded under the Commodore Jones, near Four-Mile creek, and utterly destroyed the vessel, and about half the crew were killed and wounded. One of the torpedo men was killed and the other two captured. Three coal vessels having afterwards come up, dropped down last evening under the bluff to Curl's Neck, where we now are coaling the monitors.

This morning the tug gunboat Shawsheen, while looking for a torpedo near Turkey Bend, of which a contraband had given information, was destroyed by a rebel battery, and most of the officers and men were captured. I hurried to her assistance, on hearing the firing, with the Commodore Morris, and shelled the enemy, who soon retreated.

S. P. LEE,
*Acting Rear-Admiral.*Hon. GIDEON WELLES,
Secretary of the Navy.

*Additional report of Acting Rear-Admiral Lee.*FLAG-SHIP MALVERN,
James River, May 13, 1864.

SIR: I transmit, enclosed, the following reports in relation to the torpedoes in James river:

1. From Fleet Captain J. S. Barnes, giving information received from two prisoners taken at Deep Bottom after the destruction of the Commodore Jones, on the 6th instant, in regard to the positions of torpedoes, &c.

2. From Commander J. C. Beaumont, United States steamer Mackinaw, with its enclosures, reporting the discovery of the galvanic batteries used to explode the torpedo that destroyed the Commodore Jones, with a trace showing relative positions and a plan of the battery, which the reports fully explain.

I send, in a separate parcel, specimens of the rope and insulated wire connected with this battery.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral Com'dg N. A. B. Squadron.*Hon. GIDEON WELLES,
Secretary of the Navy.

*Report of Fleet Captain John S. Barnes*FLAG-SHIP N. A. B. SQUADRON,
James River, May 10, 1864.

SIR: Immediately after the United States steamer Commodore Jones was destroyed by the explosion of the torpedo at Jones's Point, on the 6th instant, a party of marines and sailors from the Mackinaw landed at the point and dis-

covered three galvanic batteries sunk in pits in the ground, to which wires were attached to one or more torpedoes which were not exploded, and were still lying in the channel.

The body of the man who had been shot by the cockswain of one of the boats employed in dragging was found lying near the first galvanic battery, shot through the head.

In the third battery were captured two men, who were ready to explode another torpedo should any pass over it. The names of these men are P. W. Smith, who represents himself as an acting master in the Confederate submarine battery service, under the command of Lieutenant Hunter Davidson, of the boat Torpedo, and Jeffries Johnson, a private in the same service. From Smith I learned that there were many more torpedoes in the river, but he would not communicate their location, or any facts connected with them. Johnson stated that he was forced into the rebel army as a conscript, and procured his exchange into this service as it would keep him near his home, which was at Deep Bottom, opposite Jones's Point. At first he was not communicative, and evaded, on the ground of ignorance, the questions put to him; but being placed in the forward gunboat employed in dragging for torpedoes, and given to understand that he would share the fate of the boat, he signified his willingness to tell all he knew about them. He stated that the torpedo which was exploded was put down last fall; that it contained two thousand (2,000) pounds of powder; that there are several more near a place called McGuire's, above Aiken's landing, and others at Osborn's; that there may be others of which he knows nothing; that these are all he has any knowledge of; that he has heard there were many in the river above Osborn's; he states that there are several kinds; but that the smallest of those exploded by means of a galvanic battery contains about four hundred (400) pounds of powder; the small ones are floating, and are exploded by contact, or a line from shore; the large torpedoes can be put down and arranged in a day by the boat Torpedo, which is prepared for that particular service, under the command of Lieutenant Commander Hunter Davidson, formerly of the United States navy, who, with twelve (12) men was on the opposite shore when the Commodore Jones was destroyed, having gone ashore from his vessel a few hours before our vessels came up. I enclose the enlisting articles of those employed in this service; a telegram from Mr. Mallory to Lieutenant Davidson, and various telegrams announcing the approach of our vessels from the signal stations above the river—all found upon the persons of those captured and the man who was killed.

Very respectfully, your obedient servant,

JOHN S. BARNES,
Fleet Captain N. A. B. Squadron.

Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron.

Rebel documents captured.

TURKEY ISLAND, May 5.

MR. SMITH: Mr. Bingley reports three (3) gunboats in sight of Presque Isle.
Respectfully,

T. H. FRIEND.

TURKEY ISLAND, May 6.

CAPTAIN DAVIDSON: We can see no movement of the enemy this morning, but suppose, from the sound of their drums, they are marching up the other side of the river.

RICHMOND, *May*.

CAPTAIN DAVIDSON: Four (4) monitors, the Atlanta, five (5) gunboats, two (2) iron-clads, fifty-nine (59) transports coming up the river, also three rafts, and have passed Fort Boyken.

S. R. MALLORY,
Secretary of the Navy.

Enlisting articles—C. S. naval submarine battery service.

We, the undersigned, for and in consideration of the sums set opposite our names, do individually agree—

Article 1st. To enter the C. S. naval submarine battery service.

Article 2d. To do our duty in said service loyally and faithfully.

Article 3d. To obey all lawful orders of those set over us in authority.

Article 4th. Under no circumstances, now or hereafter, to make known to any one not employed on this service anything regarding the methods used for arranging or exploding its submarine batteries, excepting only by permission of the Hon. Secretary of the Navy, or commanding officer of said service.

This agreement to remain in force whilst its articles are adhered to, or until the expiration of thirty days from the day on which we may give the commanding officer of this service, written notice of our desire to be discharged. The certificate of employment to be returned before the discharge is delivered.

To all of which we hereunto subscribe ourselves.

Report of Commander J. C. Beaumont.

UNITED STATES STEAMER MACKINAW,
James River, Va., May 12, 1864.

SIR: I have the honor to transmit the enclosed reports from 1st Assistant Engineer in charge, Jefferson Young, and Acting Master's mate, J. F. Blanchard, of this vessel, of their observations of the rebel torpedoes at Deep Bottom, opposite Sturgeon town, James river.

The sketch by Mr. Young shows the exact locality of the galvanic batteries and the position, and the position of the unexploded torpedo.

I deem it proper to state that the connecting wires from the battery to the water were found just beneath the surface of the earth.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander, United States Navy.

Acting Rear-Admiral S. P. LEE,
U. S. Flag-Ship Malvern, Com'dg N. A. B. Squadron, James River, Va.

Additional report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, N. A. B. SQUADRON,
James River, May 10, 1864.

SIR: To-day the body of Acting Ensign Charles Ringot, late temporarily in command of the Shawshien, was found in the river near Turkey Bend, and was buried by direction of Commander Parrott, commanding the Canonicus,

near Watkins's farm, in Curl's Neck. The body of William White, seaman, (late of the Commodore Jones,) of Lowell, Massachusetts, recently transferred from Company F, 7th Connecticut regiment of the United States volunteers, was also found in the river, and buried under the directions of Acting Master Eldridge, commanding United States steamer Delaware.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander E. G. Parrott.

UNITED STATES STEAMER CANONICUS,
Turkey Bend, James River, May 11, 1864.

SIR: To-day the body of Acting Ensign Charles Ringot, who was in temporary command of the Shawsheen when she was destroyed by the rebels, was found floating near us, and interred in the family burial-grounds of Mr. Watkins, at Watkins's landing, about a mile above. Acting Master H. A. Phelan, of this vessel, who was his late commander on board the Shawsheen, took charge, at his own request, of the funeral, and read the services. Acting Assistant Paymaster William J. Healy, another friend of the deceased officer, was also present. Owing to the lateness of the hour, and the necessity of remaining at our posts, the attendance from the vessel was small; but the army officers at Watkins's landing, with great kindness, assisted on the occasion, and their men fired a volley over the grave. Mr. Phelan has in his possession the ring and other mementoes of the deceased.

It will be a consolation to his family to learn that friends attended his body to the grave, and I know it will hereafter be their pride to remember that he fell faithfully serving his country.

I am, respectfully, your obedient servant,

E. G. PARROTT, *Commander.*

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

List of officers and men of the Shawsheen captured, &c.

LIBBY PRISON,

Richmond, Virginia, May 8, 1864.

SIR: The following is a list of prisoners taken on board the United States steamer Shawsheen on James river:

Charles Hickey, acting third assistant engineer; H. C. Manow, acting third assistant engineer; William Rushmore, acting master's mate; Wm. Cromack, acting master's mate; E. D. Smith, paymaster's steward; William Boacher, gunner's mate; W. C. Parley, officers' steward; S. Larkin, ship's cook; Joseph P. Crowell, quartermaster; George Whitebourne, quartermaster; Jas. C. Pinckham, seaman; Richardson Brown, seaman; Maurice Kennedy, ordinary seaman; Thomas Coblert, ordinary seaman; Edward Fitzpatrick, landsman; Patrick Fitzgerald, landsman; John Jackson, seaman; William Hatchard, landsman; James Walsh, coal-heaver; Edward O'Donnel, second-class fireman; D. Murtland, landsman; George Granger, landsman; Charles Woods, ordinary

seaman; William Peele, first-class boy; John Green, first-class boy; Charles Thomas, first-class boy. Also Jeremiah Evans, pilot, who was slightly wounded in the leg, and sent to the hospital in an ambulance.

By having the above names published you will greatly oblige us.

The captain, Charles Ringot, acting ensign, was wounded in the water and drowned; John Harrington, killed on board; also Michael Murphy.

Most respectfully, your obedient servant,

E. D. SMITH, *Paymaster's Steward.*

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

NAVAL FORCE NOT REQUIRED AT NORTH REACH.

[Telegram.]

JAMES RIVER, *May 8, 1864—9 a. m.*

I have just seen General Butler, who informed me that there was no military necessity for the naval vessels to go up to North reach, as the height of the land there was such that they could render him no assistance, and that the occupation by the navy of Curl's Neck reach will afford the army all the protection that it requires, from which my communications can easily be kept open.

S. P. LEE,

Acting Rear-Admiral, Flag-Ship Malvern.

Hon. GIDEON WELLES,

Secretary of the Navy.

GENERAL BUTLER ASKS FOR MONITORS ABOVE TRENT'S REACH.

[Telegram.]

FLAG-SHIP MALVERN,

Bird Cage Reach, James River, May 13, 1864—6 p. m.

General Butler asks for monitors above Trent's reach. Torpedoes, commanded by rebels on the left bank, which commands our decks, and shoal water, by chart several feet less than the monitors draw, make difficult the advance, which I shall push to-morrow morning.

We have discovered another kind of torpedo of which the enemy is making use. No news from Richmond. General Butler had yesterday advanced near Drury's Bluff.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of First Assistant Engineer Jefferson Young.

UNITED STATES STEAMER MACKINAW,

James River, May 12, 1864.

SIR: I have the honor to submit a sketch of the galvanic batteries, (known as the Point submarine batteries,) showing their positions on the bank of the river, and the direction by which the wires connected to "torpedoes."

The galvanic batteries were formed of nine zinc cups, each one battery or set of cups being placed on shelves directly over the other. In each zinc cup was placed a porous clay cup. In the zinc cup, and outside the porous cup, was

placed the sulphuric acid and water, and inside the porous cup was placed the nitric acid. The zinc of one cup was connected to the cast iron of the other by a clamp and thumb screw. The negative wires led directly to the "torpedoes," (one to each.) The positive wires ran along near a foot-path parallel with the river for about two hundred feet, and terminated at a sub-battery. In this sub-battery were two large wooden plugs with a hole about one-half inch diameter in each; these holes being filled with mercury; the positive wires connecting from the torpedoes to the bottom of these plugs; the positive wires from the charged batteries being inserted in the mercury at the top of its respective plug to form the connexion and explode the "torpedoes." The wires from the river bank to the "torpedoes" were supported by a three-inch rope, being stopped to rope about every four feet. At a distance of every fifteen feet of the rope was some five or six feet of three-quarter link chain to assist in keeping it on the bottom. The wires were covered with gutta-percha about one-quarter inch thick. The battery used is generally known as the Bunsen battery.

Respectfully submitted.

JEFFERSON YOUNG,

First Ass't Engineer U. S. N., in charge.

Commander J. C. BEAUMONT, U. S. N.,

Commanding U. S. Steamer Mackinaw.

Report of Acting Master's Mate J. F. Blanchard.

UNITED STATES STEAMER MACKINAW,

James River, May 11, 1864.

SIR: I respectfully report that, in obedience to your order, I landed with an armed boat's crew on the right bank of the river, just above Four-Mile creek, to look for wire and galvanic batteries. I proceeded at once to search the buildings on shore. I had only searched two when the explosion took place.

I immediately returned to the boat in order to save the wounded and drowning. I had filled my boat just as a man was seen running on the opposite shore. Several shots were fired at him and he fell. I landed and found the battery. It was one of Bunson's simplified batteries. There were two distinct batteries arranged on shelves, and both fully charged. From each end of the box were two wires. I closed the box and reported to you on board. I then received an order from you to accompany Mr. Young on shore and trace the wires. I went immediately to the battery and disconnected the wires from the box containing the battery, and followed them down the river for about 75 yards, then turned directly to the river. I here captured the two prisoners; they were concealed in a small box inserted in the ground; it was about four feet square. On close examination I found in two corners of the box a plug with a wire in each of them; by these wires the torpedoes were exploded. The two wires running down the river bank were the charged wires; they ran into this pit. The torpedo was exploded by applying one of the wires leading through the plug to the charged wires, thereby emitting a spark. Mr. Young taking the prisoners on board, I proceeded to examine the wires directly underneath the river bank. I found the wires attached to a hawser. I traced the hawser to the water's edge. It here branched off, one leading to the exploded torpedoes, the other we traced in the boat about 150 yards. We found it too heavy to lift with the boat. We cut the wires and hawser, buoyed it, and returned on board.

Very respectfully,

J. F. BLANCHARD,

Acting Master's Mate.

Commander J. C. BEAUMONT,

Commanding U. S. Steamer Mackinaw, James River, Va.

EVACUATION OF WEST POINT.

FLAG-SHIP N. A. B. SQUADRON,
James River, May 9, 1864.

SIR: Lieutenant Commander Babcock, United States steamer Morse, reports, under date of May 5, that "our forces evacuated West Point at 5 a. m. this day. This vessel and Mystic covered the embarkation, which was effected without the slightest accident. Everything belonging to the government was safely removed. All the transports with troops, and the gunboats, arrived at this place (Yorktown) at noon."

The occupation of West Point, and the co-operation of some of the gunboats there, was a feint designed to mislead the enemy, and had the desired effect. On arriving here the enemy was found to have no force, and a contraband, named John Pryde, brought off from Mr. Hill Carter's estate, opposite Bermuda Hundred, reported that they were in force at the White House to oppose us there, and that two of Mr. Carter's sons, belonging to this portion of the rebel army, left on our approach.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

MONITORS ON BUTLER'S RIGHT FLANK—SEARCHING FOR TORPEDOES.

[Telegram.]

FLAG-SHIP AGAWAM,
Trent's Reach, May 17, 1864—6 p. m.

Nothing special in Richmond paper of yesterday. General Butler last night reoccupied his line from this reach to Appomattox. Monitors on his right flank.

Navy advance division searched for torpedoes until they came under fire of rebel earthworks about Chapin's Bluffs. The new tugs need efficient batteries. More vessels with effective batteries needed to keep open my communications, Sheridan's cavalry having withdrawn from left bank.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

REBELS FORTIFYING THE HEIGHTS AT HOWLETT'S HOUSE.

[Telegram.]

FLAG-SHIP AGAWAM,
Trent's Reach, May 18, 1864—4 p. m.

At daylight this morning the enemy were seen intrenching the heights at Howlett's house, commanding Trent's reach. They persevere vigorously under gunboats' fire, and will erect guns to-night. Monitors cannot reach them.

Beaumont, commanding Mackinaw, reports his pickets driven in at Dutch Gap

heights, lower side, and rebel artillery getting into position there. Eutaw, Blake commanding, from City Point, reports army pickets driven in there. My communications much threatened.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT OF TWO MONITORS WITH HOWLETT'S BATTERY.

[Telegram.]

FLAG-SHIP AGAWAM,
Trent's Reach, May 19, 1864—4 p. m.

Two monitors practicing on rebel earthworks at Howlett's. Enemy intrenched before our army line here. A man from Richmond to-day reports no fighting beyond Richmond. Great scarcity of provisions there.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

MONITORS FIRING XV-INCH SHELL AT HOWLETT'S BATTERY.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, May 22, 1864.

Monitors practice at Howlett's battery, firing XV-inch shell with great accuracy, but no chance of stopping the progress of this commanding rebel work.

The XV-inch is a great gun, truly. Last night the enemy attacked the army; were handsomely repulsed. Navy was in position to fire if desired by signal from army, but no signal was made by army, as the direction of firing must be uncertain over high hills and woods.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT OF MONITORS WITH HOWLETT'S BATTERY.

[Telegram.]

FLAG-SHIP AGAWAM,
James River, May 24, 1864—9 p. m.

Otsego arrived to-day. Monitors practice at Howlett's battery. Enemy seem to have stopped working on it. Monitors also practiced yesterday to get range to protect right flank of army. * * *

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

THE CONVOYING OF TRANSPORTS UP JAMES RIVER, VIRGINIA.

Report of Lieutenant Commander Charles A. Babcock.

UNITED STATES STEAMER MORSE,

Off Yorktown, Virginia, May 24, 1864.

SIR: I respectfully report that having telegraphed to you on the 20th instant that at the request of Colonel Biggs, quartermaster at Fortress Monroe, I was about to proceed up the river to West Point with this vessel and Mystic, for the purpose of convoying transports with supplies for Major General Sheridan's command, who were encamped at White House landing, and who were greatly in need of them, at 7.30 p. m. the same evening got under way with this vessel, three transports, a schooner and Mystic bringing up the rear, and proceeded up the river. Arrived at West Point at 10.30 p. m.; found the wharf entirely destroyed by fire since the recent expedition to that place. One of the transports having on board a cavalry guard of thirty men, ordered her close into the beach, and sent boats' crews from this vessel to assist in landing the cavalry; succeeded in doing so without any accident, swimming the horses on shore with a line attached to them. The cavalry guard immediately proceeded up the Peninsula for the purpose of communicating with Major General Sheridan, informing him that I had arrived at West Point with two gunboats and four transports, with forage and subsistence for his command. At 1 p. m. on the 21st instant the cavalry guard returned to West Point with a colonel from Major General Sheridan, urgently requesting me to proceed as far up the river as possible, as his command were suffering for want of forage and subsistence; and not being able to cross the bridge at White House landing without previously repairing it, I immediately determined to proceed to White House if possible. Got under way with the transports and Mystic, and proceeded up the Pamunkey river; found no impediment or obstructions in the river. When up to Cumberland bar, it being very low water, and the Mystic, on account of her draught, not being able to cross the bar, left her there and proceeded on with the transports, giving Acting Master Wright orders to follow when possible. When abreast of Indiantown had a great deal of trouble in passing up the river on account of the very low tide. At 9.30 p. m. succeeded in reaching the White House safely with the transports; immediately communicated with Major General Sheridan, informing him of my arrival.

On Sunday, the 22d instant, two transports arrived from Fortress Monroe with pontoons for the army, but by this time General Sheridan's command had succeeded in repairing the bridge and did not need them.

On the evening of the 22d instant Acting Master Wright came up the river in his boat and reported to me that in trying to come up the river he had ran hard aground on Indiantown bar; immediately sent the steamer Star to her assistance, giving orders to Acting Master Wright that when afloat he should remain there in deep water until further orders from me. On Sunday evening received on board this vessel for delivery to military authorities at Yorktown, by request of Major General Sheridan, seven prisoners of war (two officers and five privates) and two deserters from General Butler's army, all captured the day previous by General Sheridan's command.

At 11 a. m. on the morning of the 23d instant, the army being on the move, and transports being all discharged, gave them orders to get under way, and proceed to Yorktown. When within sight of the Mystic, ordered her to get under way and take the lead, bringing up the rear with this vessel.

All arrived safely at Yorktown at 10.30 p. m. last night, and delivered the prisoners to the military authorities on shore.

I am, sir, very respectfully, your obedient servant,

CHARLES A. BABCOCK,

Lieutenant Commander and Senior Officer present.

Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron,

U. S. Flag-Ship Minnesota, Hampton Roads, Va.

CAVALRY ATTACK ON OUTER WORKS OF FORT POWHATAN.

FLAG-SHIP AGAWAM,
James River, May 24, 1864.

SIR: Acting Volunteer Lieutenant Woodward, United States steamer Atlanta, reports, on the 21st instant, that a squad of rebel cavalry attacked the outer works of Fort Powhatan at about noon on that day, driving in the pickets.

The Atlanta and Dawn fired on the enemy, and they soon disappeared. I had already sent the Pequot to re-enforce this position, though her services could be hardly spared from her position further up the river.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES

Secretary of the Navy.

PICKING UP TORPEDOES, &c.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, May 28, 1864—1 p. m.

Picked up several torpedoes, each containing seventy pounds powder, floating around the monitors this morning. Two (2) deserters came in this morning and report that the three (3) rebel iron-clads have been below Drury's Bluff for several days.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

REPULSE OF ATTACK AT WILSON'S WHARF.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP AGAWAM,
Farrar's Island, James River, Virginia, May 28, 1864.

SIR: The copy of my order of May 23, to Lieutenant Commander Quackenbush, and the original reports of that officer and the commanding officers of the Dawn and Young America, will inform the department as to the good service rendered by the navy in co-operating with the troops under General Wild in

repulsing the attack made by the enemy in force at Wilson's wharf on the 24th instant.

Believing that the enemy had intrenched himself in front of the army position here, I judged that he would next attack our positions in the rear at Wilson's wharf and Fort Powhatan, especially as the colored troops stationed there offered the temptation of prize to him, and a late Richmond paper, captured by our navy pickets, commented with bitterness on the presence of such troops there. Thence I despatched the Pequot with a respectful warning to General Wild to strengthen our means of defence there.

Under other orders from me the Pequot was stationed about Fort Powhatan; the Dawn below Wilson's wharf; the Atlanta, iron-clad, and the tug Young America, between the two.

I respectfully congratulate the department upon the success of the naval dispositions which the force put at my disposal enabled me to make.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

No. 1. Lieutenant Commander Quackenbush, May 26, reporting action in obedience to orders of 23d.

No. 2. From same, May 25, reporting attack on Fort Powhatan and Wilson's wharf on 24th.

No. 3. Acting Volunteer Lieutenant Simmons, United States steamer Dawn, May 5; report of same.

No. 4. From same, May 25, report of ammunition expended.

No. 5. Report of Acting Ensign Chase, Pequot, May 25.

No. 6. Lieutenant Commander Quackenbush, May 25, enclosing report from engineer in charge of tug Young America, explaining not having steam up.

No. 7. Lieutenant Simmons, May 25, calling attention to gallant conduct of Acting Ensign Chase, Pequot.

No. 8. Copy of my orders of 23d instant to Lieutenant Commander Quackenbush.

Report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMSHIP PEQUOT,
Fort Powhatan, James River, Virginia, May 26, 1864.

SIR: In obedience to your order of 23d instant, I left my anchorage at Turkey Bend and proceeded to this place. I at once communicated with the commanding officer of the post, and admonished him from you of the probability of an attack on this post by the enemy.

After having ascertained the best position for the Pequot to take, I went to Wilson's wharf and communicated with General Wild, commanding that post. I also made an examination of the best position to be occupied by the gunboats in the event of an attack. In consequence of the information which I gave to General Wild, arrangements were immediately made which, I understand, tended in a great measure to the repulse of the enemy.

I was informed by General Wild that the Dawn and Young America did most excellent service during the attack. The gallant conduct of Acting Ensign W. F. Chase, in taking the wheel and command of the tug Mayflower when the captain and mate were shot down, and in taking her alongside the

wharf under a sweeping fire of the enemy's bullets, and his strict compliance with the orders given him by me, is deserving of your most favorable notice.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH.

Acting Rear-Admiral S. P. LEE,

Commanding North American Blockading Squadron,

U. S. Flag-Ship Agawam, James River, Virginia.

Additional report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
Fort Powhatan, James River, Va., May 25, 1864.

SIR: I have to report that at 12.30 p. m., yesterday, while on shore at Fort Powhatan, a message was received by the colonel commanding from the general at Wilson's wharf, stating that the enemy were attacking the latter place.

It was supposed that the attack on Wilson's wharf was a feint to draw our forces from this place, while an attack should be made here in force, as communication by signal was interrupted.

The Young America had her blow-valve broken, and steam blown off, and consequently could not move.

I sent Acting Ensign W. F. Chase in the transport Mayflower down to Wilson's wharf to learn from the general if the attack was in force, and if the Dawn needed aid. I also sent the army tug Johnson to tow the Young America to the scene of action, in order that her guns might be used if needed.

The Mayflower was fired into by sharpshooters in the bushes on the banks just before reaching the Dawn, and her captain and pilot both severely wounded. Acting Ensign Chase then took charge of her, and hailing the Dawn, learned that she wanted assistance. He then went on shore, and was informed by the general that he had signalized repeatedly to Powhatan for the gunboats, and that he needed help at once. The Mayflower was taken possession of for the use of the wounded, and Mr. Chase could not return until 6 p. m., when I immediately got under way and proceeded to Wilson's wharf. The enemy had disappeared about an hour before my arrival. I learn that Acting Volunteer Lieutenant Simmons, of the Dawn, rendered most efficient help, his shells sweeping through the enemy's column with terrible effect.

I take especial pleasure in mentioning the gallant conduct of Acting Ensign W. F. Chase, of this vessel. When the captain and pilot of the Mayflower were struck down helpless with wounds at his side, he took the wheel, went in to the wharf, and went on shore, in obedience to orders, although a storm of bullets was rained on the vessel and wharf from the enemy's line near by.

I have returned to my anchorage, above Fort Powhatan.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commander, U. S. N.

Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, U. S. St'r Agawam, James River, Va.

Report of Acting Volunteer Lieutenant J. W. Simmons.

UNITED STATES STEAMER DAWN,
Off Wilson's Wharf, May 25, 1864.

SIR: I have the honor to report that at 1.30 p. m. yesterday, the 24th, the United States forces under General Wild at this point were very suddenly attacked

by the enemy in heavy force, under General Fitzhugh Lee. On hearing the alarm I at once got under way, and commenced shelling the woods on our left flank. The enemy got possession of a small piece of woods above the fortification, and the transport steamer *Mayflower* coming by at the time, they opened a galling fire of musketry on the *Mayflower* and this vessel, badly wounding the captain and pilot of the transport. I at once opened on the woods, and succeeded in driving them out. The firing having almost ceased on our left, and increased on our right flank, I altered the position of this vessel, and commenced shelling the enemy just as they were making a charge, which drove them back, and, as General Wild tells me, thus ended a sharp action of five and a half hours. * *

The officers and crew behaved finely, Acting Ensigns William B. Owens, E. T. Sears, and P. W. Morgan serving their different guns with great coolness and energy, although the enemy's sharpshooters were throwing musket shot over and at us continually.

I take great pleasure in reporting to you the noble and gallant conduct of my executive officer, Acting Master J. A. Jackaway. In shifting my position to follow the enemy, this vessel got very near a shoal in the river, and was compelled to turn by backing, for the purpose of getting my guns to bear on the sharpshooters, who were completely showering us with musketry. Mr. Jackaway did the duties of pilot, thus getting the vessel in position, and eventually driving the enemy away, and saving the flank of our troops. I do think he deserves promotion, if noble and gallant conduct and strict attention to duty merit such a reward.

I am happy to report no casualties on board.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Com'dg Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Ensign W. F. Chase.

UNITED STATES STEAMER PEQUOT,
Off Fort Powhatan, James River, Va., May 25, 1864.

SIR: In obedience to your order of yesterday, I proceeded down to Wilson's landing in the steam-tug *Mayflower*. Just before communicating with the United States steamer *Dawn*, at Wilson's landing, the *Mayflower* was fired into by rebel sharpshooters, severely wounding the captain and pilot. I then took command of the vessel, and communicated with the captain of the *Dawn*, and asked him if he needed assistance; he said he did. I also informed him that the captain and pilot of tug were wounded. I then ran the vessel in to the wharf, went ashore, and communicated with the commanding officer, and asked him if the attack was in force, and if he needed assistance; he replied he did, and that he had signalized to Fort Powhatan an hour and a half before, and that he was out of ammunition for his artillery. The tug was taken by the adjutant general of the post for the use of the wounded, making it impossible for me to obey Lieutenant Commander S. P. Quackenbush's order for immediate return; when I succeeded in obtaining a passage on the transport steamer *J. Johnson*, and reported to you.

I am, very respectfully, your obedient servant,

W. F. CHASE,

Acting Ensign, United States Navy.

Lieutenant Commander S. P. QUACKENBUSH,

Commanding United States Steamer Pequot.

Letter from Lieutenant Commander S. P. Quackenbush, transmitting engineer's report.

UNITED STATES STEAMER PEQUOT,
Fort Powhatan, James River, May 25, 1864.

SIR: Enclosed I hand you the report of the engineer of the United States steamer Young America, stating the reasons why the vessel was unable to move when ordered.

I have not yet received the report of Acting Volunteer Lieutenant Simmons, of the Dawn, but will forward it as soon as received.

I am respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron, U. S. S. Agawam, James River, Va.

Report of Acting Second Assistant Engineer Chas. R. Jones.

UNITED STATES SHIP YOUNG AMERICA,
Off Powhatan, James River, May 25, 1864.

SIR: I most respectfully submit the following report concerning this vessel being without steam on the 24th instant. About eleven o'clock a. m. the blow-cock on the boiler began to leak to such an extent that it was impossible to keep water in the boiler; and as we had to break some joints to get to the valve, it was impossible to repair it without hauling fires and blowing water out of the boiler.

Very respectfully, your obedient servant,

CHAS. R. JONES,
Acting Second Assistant Engineer.

Lieutenant Commander S. P. QUACKENBUSH,
U. S. Steamer Pequot, off Fort Powhatan, James River.

Gallant conduct of Acting Ensign W. F. Chase.

UNITED STATES STEAMER DAWN,
Off Wilson's Wharf, Va., May 25, 1864.

SIR: I take great pleasure in reporting to you the gallant conduct of Acting Ensign W. F. Chase, at present attached to the United States steamer Pequot. The first I saw of Mr. Chase was on the Mayflower steam transport, endeavoring to communicate with me on the Mayflower, passing the woods above me, where the enemy's sharpshooters had got possession; they poured a murderous volley of musketry on the Mayflower, badly wounding the captain and pilot of the boat, leaving her completely at their mercy; Mr. Chase at once jumped to the wheel, and brought the boat safe through the terrific fire poured at him. His conduct is also reported to me by General Wild. I do think he richly deserves promotion for gallant conduct.

I am, sir, very respectfully, your obedient servant,

J. W. SIMMONS,
A. V. Lieut. Commanding.

Lieutenant Commander S. P. QUACKENBUSH,
Commanding United States Steamer Pequot.

Instructions to Lieutenant Commander S. P. Quackenbush.

FLAG-SHIP AGAWAM,

Trent's Reach, James River, May 23, 1864—1 o'clock a. m.

SIR: At daylight this morning get under way, and proceed without delay to Fort Powhatan. So dispose of the naval forces at that point as to best guard the approaches to Fort Powhatan and Wilson's wharf by a cross-fire from the gunboats and Atlanta.

Communicate with the army officer in command, and respectfully admonish him for me of the probabilities of an attack upon these important points.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieutenant Commander S. P. QUACKENBUSH,

Pequot, Turkey Island, James River.

ATTACK ON GENERAL WILD AT WILSON'S WHARF.

[Telegram.]

HEADQUARTERS, ROANOKE ISLAND,

FLAG-SHIP AGAWAM,

James River, May 29—10 p. m.

Went to Fort Powhatan and Wilson's wharf to-day. The Pequot, Atlanta, Dawn, and Young America will effectually aid the troops; one colored regiment at each place to hold against great odds these important positions which the army is fortifying.

General Wild had 900 colored troops at Wilson's wharf, and two twenty-pounder Parrots, and no other artillery, when he was attacked. He says the enemy used no artillery, and were, he thinks, 2,000 strong. He stated to me that the gunboats were of great assistance to him in repelling their attack.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

REBEL IRON-CLADS AND GUNBOATS BELOW DRURY'S BLUFF.

[Telegram.]

FLAG-SHIP AGAWAM,

Farrar's Island, James River, May 30, 1864—4 p. m.

A deserter from the rebel vessel-of-war Hampton reports to-day that the enemy have now below Drury's Bluff three iron-clads, six small gunboats plated with boiler iron, each mounting two guns of six-inch and four-inch bore, all fitted with torpedoes, and nine fire-ships, fitted with combustible material, with which they propose to attack the fleet in James river at as early a moment as practicable by sending down their fire-ships first, closely followed by the iron-clads and other vessels. The deserter says that the vessels have been ready for one week, and that their crews were supplied by men from Lee's army.

* * * * *

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

REBELS MOUNTING A 200-POUNDER AT HOWLETT'S.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, May 31, 1864.—1.45 p. m.

Heard considerable cannonading for one hour last evening and four hours this morning in the direction of Richmond. A deserter to the army says they are mounting one 200-pounder at Howlett's, and that the rams were to have come down last night.

These torpedoes and fire-rafts will probably be down soon.

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

ATTACK BY REBEL BATTERY ON THE PERRY.

UNITED STATES STEAMER COMMODORE PERRY,
June 1, 1864.

SIR: I have the honor to report that at 9 o'clock a. m., May 31, the enemy opened on this vessel with four (4) guns. I immediately returned the fire, and at 11 o'clock a. m. succeeded in driving them away. Having expended all my ammunition, I dropped down the river and sent a steamer to City Point, which brought up the ammunition required. The vessel was struck six (6) times, and no one was injured.

A man on board the United States steamer General Putnam had his foot injured by the recoil of a gun. Acting Assistant Surgeon J. E. Gregory deemed it necessary to amputate the foot, and did so; and I sent him on board the United States steamer Osceola.

I am, sir, very respectfully, your obedient servant,

AMOS P. FOSTER,
Acting Volunteer Lieutenant.

Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron, James River, Va.

NAVAL SITUATION, &c.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, June 2, 1864.

No change in the naval situation, except that I have received here, from General Buttler, the vessels he had provided at City Point, as part of his plan of campaign for obstructing James river.

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

PREPARING TO SINK OBSTRUCTIONS IN TRENT'S REACH.

[Telegram.]

FLAG-SHIP AGAWAM,

Farrar's Island, June 4, 1864—10 p. m.

No enemy's armed vessel has been seen since we came up this river. A bark and four schooners, provided by, and at the expense of, the army, are here to-night, ready, with shingle ballast, for sinking in Trent's reach, at the locality designated by General Butler, who recommends the measure. * * * *

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

SINKING OF OBSTRUCTIONS IN JAMES RIVER.

Report of Rear-Admiral S. P. Lee.

FLAG-SHIP AGAWAM,

Farrar's Island, June 7, 1864.

SIR: I transmit enclosed a copy of the correspondence between General Butler and myself relative to sinking obstructions in the river, which the department will recollect was a part of his original plan of campaign.

The department will appreciate the reluctance I have felt to adopt this course. The iron-clad force at my command is better than was originally expected. General Grant asked for the co-operation of two iron-clads. There are four here now, and there will be three left when the Tecumseh, now under your orders for other service, shall leave. The navy is not accustomed to putting down obstructions before it, and the act might be construed as implying an admission of superiority of resources on the part of the enemy. The object of the operation would be to make the river more secure against the attempts of the enemy upon our vessels by fire and explosive rafts, followed by torpedoes and iron-clad vessels and boats.

General Grant seems to be expected by our military men and by the enemy (see Richmond paper of June 7) to cross the James river and operate against Richmond on the south side; and I understand that it would be of vital importance to the success of the campaign that the river should be held secure against the casualties of a novel naval engagement. Of course, myself and officers desire the opportunity of encountering the enemy, and feel reluctant to discourage his approach. But the point of embarrassment with me is the consequences that would follow a failure of the campaign, should the novel plans of the enemy succeed in crippling the monitor force.

I, therefore, lay the subject before the department, which, understanding the views of General Grant, will best comprehend the extent and the locality of the co-operation he may desire, and be able to instruct me on the subject, if thought necessary.

I am more disposed to the reference since the receipt of the department's despatch of the 4th instant. The water here is too shoal and narrow for manœuvring the monitors, and they occupy a position for supporting the flanks of the army, from which they must engage at anchor, and to keep their turrets up stream, are moored head and stern. Even our tugs cannot cross the middle ground in this reach at low water, and there is no room for the longer wooden

vessels which are stationed to keep open our communications, which, however, the enemy can interrupt at pleasure, especially at Deep Bottom, should General Grant leave the left side of the James.

I am inclined, in view of all the circumstances, to obstruct the shoaler parts of this reach, so as to prevent the convenient approach of the enemy's smaller torpedo vessels, and limit his approach to the channel way, which is narrow, and under the control of the monitor fire.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CORRESPONDENCE BETWEEN GENERAL BUTLER AND REAR-ADMIRAL LEE.

[Telegraph.]

GENERAL BUTLER'S HEADQUARTERS.

The bark Franklin and five (5) schooners are at your disposal to obstruct the channel of the river.

I have the honor to remain, very respectfully, your obedient servant,

B. F. BUTLER,

Major General, Commanding.

Real-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

FLAG-SHIP AGAWAM,

James River, June 1, 1864.

GENERAL: Will you please send to me here, at once, that they may be at hand for use, if necessary, the barque and schooners provided by you for obstructing the river?

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral N. A. B. Squadron.

Major General B. F. BUTLER,

Comm'dg Department Virginia and North Carolina.

FLAG-SHIP AGAWAM,

James River, June 1, 1864.

GENERAL: I thank you for sending the two contrabands to me; their information is useful. I desire that the bark and schooners may be sent me for immediate use.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Major General B. F. BUTLER,

Comm'dg Department Virginia and North Carolina.

JUNE 1, 1864, 3.30 p. m.

Your envelope enclosing letter to French consul in Richmond, and request for the barque and schooners for obstructions, is received. Orders have gone out to Chief Quartermaster Fuller to send them up at once with a tow.

B. F. BUTLER,
Major General, Commanding.

Admiral LEE,
Commanding N. A. B. Squadron.

FLAG-SHIP AGAWAM,
Farrar's Island, June 2, 1864.

GENERAL: Can you ride over this morning with General Weitzel, and arrange for sinking the vessels which you have obtained and appropriated for obstructing the navigation of James river, in such places as will add to the security of the army communications? It must be your operation, not mine, as I have not consulted the Navy Department on the subject, and the Navy Department alone can find vessels for this purpose if it approves of so using them. I have no authority to employ or use vessels for this purpose, but can give such assistance to your engineers as may aid you in accomplishing the object proposed in your plan of campaign.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
Major General B. F. BUTLER,
Com'dg Department Virginia and North Carolina.

HEADQUARTERS IN FIELD,
June 2, 1864.

ADMIRAL: Your communication, dated June 2, in regard to the obstructions, is received. The five (5) vessels sent up were procured by my order for the purpose of being used as obstructions to the river, if, in the judgment of the naval commander, they would add to the security of his fleet. I have no difficulty as to the point at which we desire to secure the river. It is the right of my line near Curtis's house at the ravine, but whether the river should be secured by obstructions or by vessels, or a disposition of your obstructions or of the vessels of your navy, neither myself nor my engineers have any right to feel ourselves competent to give our opinion. The vessels are wholly at your service, but upon your judgment, not mine, must rest their use.

In accordance with your request, as I informed your officer, I will visit you this afternoon and designate the spot we desire to be held, but whether by means of obstructions or by your ships, or by both combined, must be solely for you to determine.

While I know you would not undertake to give directions to my engineers as to the situation of our earthworks on land, so we ought not to presume to advise you as to your means of defending the water.

I have not consulted the War Department upon the question whether I should procure these obstructions. I supposed that was fairly within my discretion, and I venture respectfully to add that the question whether you should use them is entirely within yours. The Navy Department cannot know the exigencies as you know them, and I am certain must leave that question to the good judgment of the rear-admiral commanding the fleet.

I am aware of the delicacy naval gentlemen feel in depending upon anything .. their ships in a contest with the enemy, and if it was a contest with the

enemy's ships alone, I certainly would not advise the obstructions even at the great risk of losing the river. But in a contest against such unchristian modes of warfare as fire-rafts and torpedo-boats, I think all questions of delicacy should be waived by the paramount consideration of protection for the lives of the men and the safety of the very valuable vessels of the squadron.

Pardon me if I have overstepped any line of duty or courtesy in this latter suggestion.

I have the honor to be, very respectfully, your obedient servant,
 BENJ. F. BUTLER,
Major General Commanding.

Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

FLAG-SHIP AGAWAM,
Farrar's Island, June 3, 1864.

GENERAL: The system of naval expenditures is so entirely different from the army system, being controlled and directed by the Navy Department alone, that, to prevent future misunderstanding, I desire now to be assured by you, in writing, whether the cost of the vessels placed by you at my disposal for obstructing the river can be made a charge or liability, present or contingent, upon the Navy Department, if, under my directions, they are used for the purpose indicated, or whether I am to understand that the entire cost and expenditure for the vessels is borne by the War Department.

Without explicit authority from the Secretary of the Navy, I should not feel justified in incurring any pecuniary liability in connexion with this matter.

In reply to that part of your communication of yesterday, which I have now the honor to acknowledge, which refers to the lives of the men and safety of the very valuable vessels under my command, as being the primary reason for obstructing the river, I would wish to be understood as regarding the loss of life and material as incidental to the contest which would occur should the enemy make an attack on us, whatever the result should be. The first consideration with me is, the necessity heretofore represented by you to me, of holding this river beyond a peradventure, for the great military purposes of General Grant and yourself. In consulting my own desires, I would do everything to induce and nothing to prevent the enemy from trying to assert their strength in a pure naval contest, which in my opinion would give us a naval victory. The only contingency of such a battle is the unknown effect of the novel instruments of war—torpedo vessels—which are to be employed by them, and which, as the attacking party, give them perhaps an advantage which might possibly balance our certain superiority in all other fighting material.

Please return to me the topographical sketch which you gave me and afterwards borrowed.

I have the honor to be, general, very respectfully, yours,
 S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Major General B. F. BUTLER,
Com'dg Department Virginia and North Carolina.

HEADQUARTERS IN THE FIELD,
June 3, 1864—1.30 p. m.

SIR: I beg leave to assure you in writing, as I have heretofore verbally, that the obstructions furnished you by me will in no way be any charge or cost to the Navy Department, unless it chooses voluntarily to assume the expense.

I have neither doubt nor hesitation upon the subject. If the expenditure of a few thousands for these vessels will save one monitor from torpedo or fire-raft, or the lives of ten of the men I have sent to the navy, I should make it at once. You will judge of the efficiency of the obstructions. The expense has already been assumed by the army, although I cannot appreciate the difference. *One treasury, one nation, one cause*—all are served alike if one is served.

Respectfully,

B. F. BUTLER,
Major General Commanding.

Rear-Admiral LEE,
Commanding, &c.

FLAG-SHIP, N. A. B. SQUADRON,
James River, June 7, 1864.

GENERAL: I desire to keep the schooners ready for sinking when I am advised that a controlling military necessity requires that it be done.

Judging from the tenor of a despatch received from the Navy Department last evening, no such precautionary measure seems to be contemplated.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Major General B. F. BUTLER,

Com'dg Department Virginia and North Carolina.

[Received June 7, 6.30 p. m.]

IN THE FIELD, *June 7, 1864—2.45 p. m.*

Your note relative to the sinking of the obstructions is received by hand of Captain Clark. The necessity of holding our positions here is an "overwhelming" military one. But *how* you are to hold yours on the river is of course wholly for you to determine.

Respectfully yours,

B. F. BUTLER,
Major General Commanding.

Admiral LEE, *Commanding, &c.*

Additional Report of Acting Rear-Admiral Lee.

FLAG-SHIP AGAWAM,
Farrar's Island, June 16, 1864.

SIR: The department's despatch of June 11, replying to my No. 325, enclosing the correspondence between General Butler and myself on the subject of sinking the vessels he had provided wherewith to obstruct James river, and leaving action on the subject to my discretion, was received on the 13th instant.

I took no action on the subject. I enclose copies of two despatches received yesterday morning from General Butler, my reply to the last, and the instructions which I gave Commander Craven, (Nos. 1, 2, 3, 4.)

Last evening I saw General Grant at City Point, who informed me that several days before his arrival here he had ordered General Butler to sink these obstructions, and that finding his order had not been realized, he had renewed it.

I understand that the army considered it a military necessity to make the river secure by every available means as vital to the success of the campaign and the cause. * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional correspondence between Acting Rear-Admiral Lee and Gen. Butler.

[From General Butler's Headquarters.]

SIGNAL STATION, June 15—4 a. m.

Can you temporarily spare a gunboat to aid in crossing of Grant's army near Fort Powhatan? If so, please send one. I will send to-morrow, and with your aid put down obstructions in such spot as you may designate.

GENERAL BUTLER.

Acting Rear-Admiral LEE.

SIGNAL STATION, June 15—9.30 a. m.

I have just received the following from General Butler:

General Grant left yesterday for Fort Powhatan. Tell the admiral that General Butler proposes to sink obstructions to-day, and will want his assistance.

COLONEL SHAFFER, *Chief of Staff.*

Acting Rear-Admiral LEE.

[By signal.]

FLAG-SHIP AGAWAM, June 15—10.30 a. m.

Commander Craven will in my absence give the engineer the assistance General Butler desires for sinking his obstructions.

S. P. LEE, *Acting Rear-Admiral.*

General TERRY.

Instructions from Acting Rear-Admiral Lee to Commander Craven.

FLAG-SHIP AGAWAM,
James River, June 15, 1864.

SIR: I enclose a message just received from General Butler's chief of staff through General Terry.

In General Butler's despatch of the 2d instant, he said that the point at which he desired to secure the river is the right of his line near Curtis's house, at the ravine.

I am going to Fort Powhatan. Give the army all the assistance it may ask in securing its flank and communications, with engineering devices in the river. Should you have any notice of the approach of the enemy, (for which you will arrange a look-out,) send a tug to bring up the Mendota and Hunchback.

Respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Commander T. A. CRAVEN,
United States Steamer Tecumseh.

Additional report of Acting Rear-Admiral S. P. Lee.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, June 15—11 p. m.

Early this morning General Butler signalled me that he would sink his obstructions to-day, ordering Commander Craven to assist the army engineers to sink their obstructions where and as they wished. I went to see General Grant, who informed me that he had several days ago ordered General Butler to do so. Five vessels were, according to the plan of campaign, sunk to-day under the direction of the army engineer, on Trent's Reach bar, which will to some extent add to the security of the military situation.

General Meade's army is crossing on pontoons at Wilcox's wharf. The operation will take two or three days. To-night Smith's and Hancock's corps are attacking Petersburg.

The enemy appear to be crossing on their pontoons above Drury's Bluff to-day.

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

Report from Commander Craven and correspondence with army officers.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
James River, Virginia, June 22, 1864.

SIR: I transmit enclosed a copy of a letter with its enclosures from Commander Craven, of 20th instant, relating to the sinking of obstructions in James river by the army.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES IRON-CLAD TECUMSEH,
James River, June 20, 1864.

SIR: During your absence (on 15th instant) I was called upon by General Weitzel, who gave me a note from General Butler, which is hereto appended and marked A.

In compliance with the request of General Weitzel, I have sunk in the main channel four hulks furnished by him; and have also stretched across the channel a heavy boom supporting a chain cable, well secured at each end. Across the flats I have extended a heavy boom, which is secured by six anchors; and in the channel along the right bank I have sunk a schooner, from which a short boom is to be extended to the flats.

The obstructions were all complete on the 18th. I enclose you, herewith, a note received from General Weitzel on the 16th, together with a copy of my reply.

Very respectfully, your obedient servant,

T. A. CRAVEN, *Commander.*

Acting Rear-Admiral S. P. LEE.

A.

JUNE 15, 1864.

I am directed by General Grant to sink the obstructing vessels in such place as I can protect them by my guns. I should be glad if you would aid in so doing upon a conference with my chief engineer, General Weitzel, designating the spot which will appear the best aid to your fleet. General Grant will this evening have his headquarters at City Point.

B. F. BUTLER,
Major General U. S. A.

Rear-Admiral S. P. LEE,
Commanding, &c.

JUNE 16—9.40 a. m.

MY DEAR SIR: General Butler approves of the plan adopted for obstructing the river, and has ordered up another schooner to fill up the eleven-foot channel. It will be up, I think, by evening.

He desires me to thank you for your zealous co-operation, and asks you, (as all our men are needed to-day to follow the enemy, who has left our front,) that you may complete the obstructions with men from the fleet.

In haste, truly yours,

G. WEITZEL,
Brigadier General and Chief Engineer.

Captain CRAVEN,
Commanding Iron-clad Tecumseh, James River.

General Smith carried two lines of rebel works, capturing seventeen (17) cannon and 300 prisoners. He, with Hancock, have now a position everlooking Petersburg. Another corps will join them at 10 o'clock. Everything looks well. The negro troops under General Hinks fought most gallantly; on two charges they captured 8 out of the 17 guns above mentioned.

G. W.

TECUMSEH, June 16, 1864—11 a. m.

MY DEAR SIR: Yours of 9.40 (this date) just received. It will improve your plan to sink two more hulks in addition to the one you propose to send. There may be some old colliers nearly empty; they can be had at low rates and will

do as well as more valuable vessels ; they should all be well ballasted with stone and will be sunk as soon as received. The sails of the bark were not taken away last evening as those of the schooners were, and are ready for you as soon as you send for them.

Thank you for the good news of the day.

Yours truly,

Brig. Gen. G. WEITZEL,
Chief Engineer.

T. AUG. CRAVEN
Commander, for Admiral Lee.

REBEL STEAMERS ABOVE CHAPIN'S BLUFF.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, June 10, 1864—10 p. m.

A flag of truce tug came this afternoon to deliver a letter from Mr. Ould to Major Mulford.

The army look-out on the hill near us has several times reported seeing the smoke-stacks of the rebel steamers above Chapin's Bluff.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

CO-OPERATION WITH THE ARMY—ENGAGEMENT WITH FORT CLIFTON.

Report of Acting Rear-Admiral S. P. Lee.

U. S. STEAMER COMMODORE PERRY,
June 10, 1864.

SIR : I have the honor to report that, in compliance with a request from Major General Butler, I co-operated with the land forces on the morning of the 9th inst. At 8½ a. m. I opened on Fort Clifton, and at 11¼ a. m. had dismounted one of the enemy's guns, and had struck another, scattering the pieces over the fort.

At 2 p. m. the enemy had left the fort.

The shots they fired at me all fell short, I having dropped down the river out of range early in the morning.

The enemy have been hard at work repairing the fort.

I am, sir, very respectfully, your obedient servant,

AMOS P. FOSTER,
Acting Volunteer Lieutenant, Commanding.
Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron, James River, Va.

Report of Acting Volunteer Lieutenant Amos P. Foster.

UNITED STATES STEAMER COMMODORE PERRY,

June 16, 1864.

SIR: I have the honor to report that I was requested by Major General Butler to co-operate with his forces then near Petersburg, and was asked to direct my fire on Fort Clifton, which request I complied with. I fired forty-seven (47) shots from the 100-pound Parrott, which did good execution.

I am, sir, very respectfully, your obedient servant,

AMOS P. FOSTER,

Acting Volunteer Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, James River, Va.

Additional report of Acting Volunteer Lieutenant Amos P. Foster.

UNITED STATES STEAMER COMMODORE PERRY,

June 23, 1864.

SIR: In answer to your indorsement on my report of June 16, I would respectfully beg leave to report that Acting Ensign Arnold H. Harris, in command of army gunboat Chamberlain, came on board this vessel at 6.30 a. m. of the 16th instant, and said that General Butler requested me to open fire as soon as possible on Fort Clifton.

At 7 o'clock a. m. I moored the steamer across the stream, and at 9 a. m. opened fire upon the fort. At 5 p. m. I ceased firing, having expended forty-seven charges and forty-seven (47) percussion shells, all of which did good execution.

At 7 p. m. Acting Ensign Arnold H. Harris and Lieutenant Bullard, of Brigadier General Graham's staff, came on board of this steamer. Lieutenant Bullard had been ordered by General Butler to come on board and request me, early on the morning of the 17th instant, to open fire on the battery to the rear and left of Fort Clifton. This request I complied with. I commenced firing on the 17th instant, at 6 a. m. The first shot fired entered the battery; at the second shot the 100-pound Parrott burst, killing John Wilson (seaman) instantly and wounding Joseph Webb, Alfred N. Brown, Salvador Emanuel, Franklin W. Morgan, (seaman,) and Gilbert Young, (ordinary seaman.) John Wilson was buried in the hospital burying ground at the Point of Rocks. Four of the wounded men were transferred to the United States steamer Osceola, and two (2) were retained on board this vessel. One of those transferred to the Osceola (Joseph Webb) has since died. The two men remaining on board this vessel are improving rapidly.

I am, sir, very respectfully, your obedient servant,

AMOS P. FOSTER,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, James River, Va.

DESERTERS CONFIRM INFORMATION ABOUT REBEL IRON-CLADS.

[Telegram.]

FLAG-SHIP AGAWAM,
Farrar's Island, 10 p. m., June 13, 1864.

Deserters from rebel iron-clads confirm previous information. Rebel tug, from bend above, fired a shot or two in this direction this afternoon.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

THREE REBEL IRON-CLADS OFF CHAPIN'S BLUFF.

[Telegram.]

FLAG-SHIP MALVERN,
Farrar's Island, June 19, 1864—11 p. m.

General Grant was here to-day. Three (3) rebel iron-clads and three (3) gunboats appeared abreast of Chapin's farm to-day; returned, came down again, and were off Chapin's, as reported from army signal station, at sundown.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

REBEL IRON-CLADS TAKING ON BOARD SAND BAGS.

[Telegram.]

FLAG-SHIP MALVERN, FARRAR'S ISLAND,
June 20, 1864—10.30 p. m.

No change in the naval situation. Report from the army look-out that the rebel iron-clads are taking on board sand in bags.

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

DEMONSTRATION OF REBEL IRON-CLADS AND GUNBOATS.

[Telegram.]

FLAG-SHIP MALVERN,
Farrar's Island, June 21, 1864—11 p. m.

About noon enemy opened fire from Howlett's battery, and from his iron-clads and gunboats, which were concealed from view above Dutch Gap. Saugus's deck, before turret, was injured by one ten-inch shot. The enemy seems determined to control this part of the river. Instead of withdrawing the Tecumseh, it is necessary to largely increase the iron-clad force here.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENTS WITH HOWLETT'S BATTERY AND REBEL RAMS.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
James River, Va., June 24, 1864.

SIR: I enclose reports of our engagement, on the 21st instant, with the battery which the enemy that day mounted at Howlett's. Their iron-clads and gun-boats, lying concealed in the reaches above the bar, participated in the action. The firing from the monitors was good. One of the enemy's guns was dismounted. We met with no casualties.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

1. Report of Commander Craven, Tecumseh, June 23.
2. Report of Commander Colhoun, June 23.
3. Report of Lieutenant Commander Cushman, Onondaga.
4. Report of Commander Parrott, Canonicus, June 23.
5. Report of Commander Rhind, Agawam, June 23.

Report of Commander T. A. Craven.

UNITED STATES IRON-CLAD TECUMSEH,
James River, June 23, 1864.

SIR: In compliance with your order, I have to report the part this vessel took in the engagement of the 21st instant.

Early in the morning of the 21st we discovered that the enemy had during the night felled some trees to the northward of Howlett's barn, and exposed a new line of works there. These works were covered with brush. At 10.30 a. m., observing a gang briskly occupied on the right of this new battery, I threw into it five ten-inch shells, two of which exploded in the right place, destroying a platform, throwing the plank and timber in every direction. At 11.30 the enemy commenced removing the brush and unmasked a battery of six embrasures, in four of which guns were mounted. I immediately renewed my fire on the battery, and ordered the Canonicus and Saugus also to open, on your previous instructions. The enemy opened his fire upon us at meridian with four guns, two of them of heavy calibre, and at 12.30 some iron-clads near Dutch Gap commenced a wild cross-fire, which we could not reply to, as they were concealed by the trees.

Our fire was delivered slowly and with great precision, most of our shells exploding within the works of the enemy. At 1.30 p. m. I ceased firing, and gave my crew a half hour to rest and eat their dinner. At two recommenced, and continued firing slowly until 4 p. m., our last shell silencing one gun, the shell having traversed through the embrasure and disabled it.

The estimated distance was two thousand yards. This ship expended forty-six fifteen-inch shells, and was not hit.

I am, very respectfully, your obedient servant,

T. AUGUSTUS CRAVEN,

Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander E. R. Colhoun.

UNITED STATES IRON-CLAD STEAMER SAUGUS,
Trent's Reach, James River, June 23, 1864.

SIR: In the engagement with the enemy's battery, near Howlett's house, on the 21st instant, the Saugus was struck only once by a round shot near the centre of the deck, a few feet from the turret; thence glancing, it struck the turret, breaking six (6) bolts, and fell into the water. I think it was a ten-inch shot. In obedience to your order I have directed Acting Chief Engineer John L. Peake to make a report of the injury to the deck and turret. * *

We were engaged for three (3) hours. The rebel iron-clads gave us a cross-fire, their shot sometimes coming quite near. I paid no attention to them, as they were out of sight. We fired thirty-six shell with thirty-five-pound charges of powder and ten-second fuses. Estimated distance of the battery, 2,100 yards.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Commander C. H. Cushman.

UNITED STATES STEAMER ONONDAGA,
James River, Va., June 23, 1864.

SIR: In obedience to your order, I submit the following report of the part taken by this vessel in the exchange of fire between the rebel battery near Howlett's house and the iron-clads of this squadron.

At 12.45 p. m., June 21st, went to quarters in obedience to signal and opened fire on the battery with both rifle guns and forward 15-inch. At 1.30 ceased firing with after rifle and forward 15-inch. At 3.30 ceased firing with forward rifle and opened fire with after rifle. At 5 p. m. ceased firing altogether.

Expended— 2 15-inch charges, 45 pounds.
 “ 2 15-inch shell, 10-second.
 “ 39 16-pound charges, 8-inch rifles.
 “ 39 percussion shell, 8-inch rifles.

The forty-five-pound charge in 15-inch was just able to reach over the battery, distance say 2,300 yards. Elevation of the battery, say ninety feet. The rifles reached with about seven degrees elevation, and all the projectiles fell near or at their mark, many with excellent effect. The battery appeared much cut up by the fire of the iron-clads.

The return fire from the battery, and also that from the direction of Cox's landing, supposed to be from the rebel iron-clads, came near, but was not of importance. Neither their vessel nor any of those on board were injured.

Some projectiles struck quite near, and one exploded near enough to throw pieces on deck, but beyond this the vessel was not struck. Everything worked to my entire satisfaction, and the vessel was comfortable.

I am, sir, very respectfully, your obedient servant,

C. H. CUSHMAN,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron, James River.

Report of Commander E. G. Parrott.

U. S. STEAMER CANONICUS,
James River, Va., June 24, 1864.

SIR: On the 21st instant, near noon, the rebels unmasked, near Howlett's, a battery of four guns, whose completion we had been for some time endeavoring to prevent or retard by occasional shots, and opened a fire upon us and the vessels in our vicinity, which was kept up until dark. They had a large smooth bore, a large rifle, and two smaller guns. As soon as they commenced unmasking we opened on them with our two 15-inch guns, firing rapidly at first, but afterwards only occasionally, to economize ammunition. One of their guns traverse an embrasure, but the distance, 2,200 yards, was large for firing at single guns. We were struck twice. The injury was slight. We fired forty shells with thirty-five-pound charges. Everything stood well about the guns and gun-carriages.

The rebel iron-clads came down the river, but not in sight, and opened upon us a random fire over the trees, which hit nothing, and which, I believe, was not noticed. The batteries have since continued silent, and their guns are again masked.

I am, respectfully, your obedient servant,
E. G. PARROTT, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

Report of Commander A. C. Rhind.

UNITED STATES STEAMER AGAWAM,
James River, June 23, 1864.

SIR: I respectfully present the following report of the participation by this vessel in the firing on the 21st instant, with the rebel battery at Howlett's Bluff and vessels stationed, as near as we could judge, in the reach at Cox's place. At 11.50 a. m. the enemy opened fire from Howlett's, and about the same time from their vessels. Signal being made from the flag-vessel to prepare for action, we went to quarters at 12.30 and commenced firing deliberately, using the forward guns on the battery at Howlett's, and the after towards the enemy's vessels, as the firing had to be directed from aloft, the object aimed at not being in sight from the deck. We discontinued it at 2.30 p. m. The fire of the enemy was kept up till near sunset. This vessel was not hit.

Respectfully, your obedient servant,
A. C. RHIND, *Commander.*

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

ENGAGEMENT WITH HOWLETT'S BATTERY.

[Telegram.]

FLAG-SHIP MALVERN,
James River, June 28, 1864—11 p. m.

Howlett's battery fired twice at a tug which went to the obstructions this afternoon. Monitors replied. No casualties. * * * *

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

EVACUATION OF WHITE HOUSE, PAMUNKEY RIVER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

James River, June 29, 1864.

SIR: On the 29th May, Lieutenant Commander Babcock, U. S. steamer Morse, by General Smith's request, proceeded to White House with the Morse, Shokokon, and Cohasset, to cover the landing of supplies and protect the army communications. I subsequently sent the Cactus and Henry Brinker to his support. These vessels remained at the White House until its evacuation on the 23d instant, rendering most efficient service, and then returned to Yorktown, convoying the transports.

I enclose a report from Lieutenant Commander Babcock, of 25th instant, of an engagement on the 20th instant with three (3) rebel batteries near White House, which had been posted on the edge of the wood during a thick fog, and on its lifting opened fire on the wagon trains. The fire from the Morse and Cactus dislodged them in about three hours. Deserters afterwards reported that a force, estimated at 10,000, of Wade Hampton's and Fitzhugh Lee's cavalry, intended attacking our trains, but were deterred from the attempt by the fire of the gun-boats. On the 21st instant a party of rebel cavalry fired on the transport Eliza Hancock, but were driven off by the Shokokon's fire.

Lieutenant Commander Babcock encloses the following reports, &c. :

(A.) June 20th, Acting Master Graham, commanding Cactus, reports engagement of 20th.

(B.) Copy of General Abercrombie's general order No. 10, of 20th instant, tendering his thanks to Lieutenant Commander Babcock and the officers of the navy for the efficient aid and support rendered in the engagement of the 20th instant.

(C.) June 21st, Acting Master Sheldon, commanding Shokokon, reporting engagement of 21st.

(D.) June 24th, Acting Master Sheldon's general report of his movements since arriving at White House.

I should not fail to call attention to the hearty, efficient, and successful service which Lieutenant Commander Babcock has rendered to the army in opening and protecting its communications and in repelling the assaults of the enemy. He is a modest and meritorious officer, and deserves the especial notice of the department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant Commander Chas. A. Babcock.

UNITED STATES STEAMER MORSE,

Off Yorktown, Va., June 25, 1864.

SIR: I have the honor to report, that on the morning of the 20th instant, while lying off White House, Pamunkey river, during a thick fog at 6.30 a. m., some firing was occasionally heard on shore at some distance off from his vessel; but after a short time, ceased. At 9 a. m. the fog cleared up; three rebel batteries intrenched at the edge of the woods opened a brisk artillery fire on our wagon trains on shore, also on this vessel and Cactus. At once took posi-

tion with this vessel and Cactus, opening fire on them, and by noon succeeded in driving them entirely from their position out of range of our guns. The wagon trains retreated slowly across the river. Made excellent shots, both from this vessel and Cactus, and was informed afterwards, from accounts of prisoners who were taken, that Fitz Hugh Lee and Wade Hampton's legions, consisting of 10,000 rebel cavalry, were intending to make an attack on our wagon trains, and that had it not been for the gunboats, they would have certainly accomplished their purpose. At 5 p. m. General Sheridan's command arrived, and at once followed up the rebel cavalry. Expended from this vessel the following ammunition:

One 40", one 30" and thirty-five 20" shell from 100-pounders; thirty 20" shell from nine-inch Dahlgrens; thirty-seven 10-pound cartridges for 100-pounder Parrotts; thirty 10-pound cartridges for nine-inch Dahlgrens.

On the morning of the 21st instant, a party of these rebel cavalry fired on the transport steamer Eliza Hancock, off Cumberland Point, but the Shokokon succeeded in driving them handsomely.

On the morning of the 23d instant, at 10 a. m., White House being entirely evacuated by our forces, gave orders to get under way and proceed down the river, bringing up the rear with this vessel. When down to West Point, stopped there a short time, and found all our forces had left that place also; proceeded to Yorktown, and arrived safely at 1 a. m. yesterday morning. At 9 a. m., despatched the Shokokon, Cactus, Henry Brincker and Cohasset, to Hampton Roads, with orders to report to Captain Guert Gansevoort for further orders.

During the firing from this vessel on the morning of the 20th instant, at the second fire of my after 100-pounder Parrott, the socket of the elevating screw broke; afterwards worked the gun with bed and quoin. The breeching of the 100-pounder Parrott parted, but caused no accident whatever.

Too much praise cannot be given to the commanding officers of the Shokokon, Cactus, Henry Brincker and Cohasset, for the very efficient aid and support they afforded me at all times. Their officers and crews behaved well, also the officers and crew of this vessel.

I respectfully forward you the enclosed reports from the Shokokon and Cactus; also a copy of a letter received by me from General Abercrombie, who commanded the land forces at White House during the attack of the 20th instant, before the arrival of General Sheridan.

I am, sir, very respectfully, your obedient servant,

CHAS. A. BABCOCK,

Lieutenant Commander, and senior officer present.

Rear-Admiral S. P. LEE,

United States Flag-Ship Malvern, James River, Va.

A.

Report of Acting Master N. Graham.

UNITED STATES STEAMER CACTUS,

White House, June 20, 1864.

SIR: I have the honor to report that at 9 o'clock, by your order, I commenced firing my rifled 30-pounder upon the rebel batteries that were attacking our land forces at this place. I expended twenty-eight 30-pounder shell with 15" fuzes, and three 12-pounder percussion shell at an elevation of 10°. At 11 o'clock I proceeded down the river to Cumberland Heights, as directed, to give notice to the United States steamer Shokokon. At 12.30 o'clock started for the White House again. On my way up I expended three 30-pounder shell, 5", 10", and 15" fuzes, upon a body of cavalry. At 3 o'clock came to anchor at the White House. Amount of ammunition expended:

thirty-one 30-pounder shell, thirty-one $3\frac{1}{4}$ -pound cartridges ; three 12-pounder percussion shell, three 1-pound cartridges ; twenty-nine 15," and five 5," and 10" fuzes.

I am, very respectfully, your obedient servant,

N. GRAHAM,

Acting Master, Commanding Cactus.

Lieutenant Commander C. H. BABCOCK,

Commanding U. S. Steamer Morse, senior officer present.

B.

General Orders of Brigadier General J. J. Abercrombie.

[General Orders No. 10.]

HEADQUARTERS UNITED STATES FORCES,

White House, Va., June 20, 1864.

The undersigned hereby relinquishes the command of the troops at this station to Brigadier General George W. Getty. In doing so he avails himself of this opportunity of expressing his high appreciation of the services of his staff in their respective positions, tendering his sincere thanks to Captain Charles A. Babcock and the officers of the navy for the very efficient aid and support to the land forces in the persistent attack on the post of to-day by the enemy.

J. J. ABERCROMBIE,

Brigadier General.

Captain CHARLES A. BABCOCK,

United States Navy.

C.

Report of Acting Master William B. Sheldon.

UNITED STATES STEAMER SHOKOKON,

Cumberland, Va., June 21, 1864.

SIR : I would respectfully submit the following report :

This morning, 8.30 a. m., just after a thick fog had cleared away, the transport steamer Eliza Hancox passed up. When abreast of Cumberland Point, one mile above where this vessel was lying, she was fired on by a party of rebels, who were concealed on the bank of the river. I immediately opened fire with our forward battery, and slipped the chain, steamed up to the point where the firing proceeded from, the most of our shell exploding near and among them. They soon fell back, under cover of the woods, out of sight ; shelled the woods, but could not get any reply. Kept in the position near the point until 12 o'clock m. I learned from a man whom I called down to the beach that the enemy were a party of dismounted cavalry, numbering about one hundred and fifty, (150 ;) that they had fallen back towards New Kent Court House ; he reported that they had some wounded, but could not tell whether there were any killed. I also learned from him that they had dismounted about a mile back and came down to the river during the fog. Nothing more has been seen or heard from them up to this, 6 p. m. Enclosed I will send report of ammunition expended.

Respectfully, your obedient servant,

W. B. SHELDON,

Acting Master, Commanding.

Lieutenant Commander CHARLES A. BABCOCK,

Senior Officer Com'dg U. S. Steamer Morse, White House, Va.

D.

Additional report of Acting Master Wm. B. Sheldon.

UNITED STATES STEAMER SHOKOKON,
Off Yorktown, June 24, 1864.

SIR: In obedience to orders from Acting Rear-Admiral S. P. Lee, May 28, 1864, to report to you at Yorktown, or wherever you might be, I reported to you at White House, May 31, 5 o'clock a. m.; was ordered by you to proceed down the Pamunkey and take position off Cumberland to protect the transports passing up and down. In compliance with your orders, I took position where I could command Cumberland Point and an old earthwork formerly held by the enemy on the right bank of the river. Nothing occurred of note until the 6th of June, when a small force of the 179th New York volunteers came down to occupy the heights. I gave all assistance they required in landing and getting their stores ashore. Everything remained quiet until the morning of the 21st instant, when a party of about one hundred and fifty (150) rebel cavalry, dismounted, came down to Cumberland Point, during a thick fog, and fired from the bank of the river at one of the transports passing that point—details as per report of that day. On the evening of the 22d the force occupying the heights evacuated and passed down the river; I rendered them all assistance possible in getting on board the transport.

On the 23d instant, 2.45 p. m., was ordered by you to proceed down the river, in company with the other gunboats, arriving off Yorktown at 11.15 p. m., 25th June, 1864.

Respectfully, your obedient servant,

W. B. SHELDON,
Acting Master, Commanding.

Lieutenant Commander CHAS. A. BABCOCK,
Senior Officer, Com'dg U. S. Steamer Morse, off Yorktown, Va.

ENGAGEMENT WITH REBEL BATTERY AT DEEP BOTTOM.

[Telegram]

FLAG-SHIP MALVERN,
Trent's Reach, June 29, 1864—11 p. m.

This morning the rebels opened a four-gun battery, situated two thousand yards up Four-Mile creek, at Deep Bottom, and commanding the river in open view between the army intrenchments there; an army tug was crippled; Saugus and Hunchback fired without silencing the battery. Two double-enders will attack it to-morrow. A deserter reports that the enemy are mounting many heavy guns at Howlett's.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT WITH REBEL BATTERY NEAR DEPP BOTTOM.

[Telegram.]

FLAG-SHIP MALVERN,
James River, June 30, 1864—11 p. m.

The enemy removed his battery from Deep Bottom last night, thus avoiding the heavy gunboat fire which opened on his position early this morning. This

evening he opened a battery lower down, which the Hunchback drove away. Am inquiring about the canal boats. Deserters report that the rebels are strengthening Howlett's battery.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

CAPTURE OF A REBEL SIGNAL STATION NEAR WILSON'S WHARF.

Report of Acting Volunteer Lieutenant J. W. Simmons.

UNITED STATES STEAMER DAWN,
Off Wilson's Landing, Virginia, June 30, 1864.

SIR: I have the honor to acknowledge the receipt of your letter dated June 27, 1864, ordering me to send you a circumstantial report of the capture of the principal signal station near Wilson's wharf, on May 6, 1864.

In obedience to that order, I respectfully report that on Friday, May 6, at the request of Brigadier General Wild, I took on board a small detachment of soldiers, and proceeded down the river and landed the soldiers about two miles above the signal station. I then proceeded with this vessel to Sandy Point, where the signal station was located, and anchored for the purpose of covering the landing of my boats. I then sent the second cutter with ten men armed, in charge of Acting Ensign E. T. Sears, accompanied by Acting Assistant Paymaster R. C. Peirce. Before landing the enemy was plainly seen by the officers in charge of the boat, but could not see anything of our soldiers who had not yet come up. The boat was pushed rapidly to the shore, the men landed, and at once started to capture the enemy and their property. The enemy retreated to a small piece of woods. Acting Ensign Sears left one of his men to guard the boat, and took the rest and pushed on towards the woods where the enemy had retreated. As Mr. Sears neared the woods he saw a body of men approaching; he supposed them to be a party of rebels, and wishing to finish his work before the advancing party could come up to their assistance, he made a bold push, and was just about commencing the attack when he heard a volley of musketry, and then learned that the advancing party were our own men. By this volley three men were killed and two wounded and captured; the other two were killed, as they were retreating, by another party of our soldiers who were advancing from another direction. Upon the landing of the second cutter, Acting Assistant Paymaster Peirce, who knew my great desire to capture the rebel signal flag and code, at once started for the house above. As he neared the house the rebel officer retreated on horseback. Mr. Peirce captured the signal flag and code, which I forwarded to you. At this time, leaving the ship in charge of Acting Master J. A. Jackaway, who had been shelling the woods in the rear of the signal station, I proceeded on shore and gave orders to have the dead buried, which was done by Mr. Sears and Mr. Peirce. I had the wounded and prisoners brought on board, and embarked the troops and returned to my station off Wilson's wharf. I take pleasure in reporting to you that Acting Master Jackaway performed his duty in his usual cheerful and cool manner, placing him very high in my estimation as an officer and seaman.

The conduct of Acting Ensign E. T. Sears was deserving of great credit, charging, as he did, in the face of what he supposed was a re-enforcing party of the enemy, for the purpose of carrying out the orders he received from me. The conduct of Acting Assistant Paymaster R. C. Peirce was truly brave and gallant in the extreme, charging, as he did, alone towards the house that he might

capture the signal officer with the flags and codes, thus accomplishing the object of the expedition. The signal flag and spyglass captured by me are on board this vessel at present in use. I should have sent them to you, but supposed I was to keep them on this vessel until the end of the cruise, and deliver them with my other nautical instruments. I cannot close this report without making mention of S. F. Patten, quartermaster, and Robert Braid, cockswain, and Patrick Melby, landsman, attached to this vessel, for very good conduct at the time Mr. Sears was about making the charge; they were all three close to him, and by their conduct set an example to the other men, which had a very good effect.

I am, sir, very respectfully,

J. W. SIMMONS,

Acting Volunteer Lieutenant, Com'dg U. S. Steamer Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Respectfully forwarded for information of Navy Department, with the expression of my approbation of the good conduct of the officers and men named herein.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

ENGAGEMENT WITH REBEL BATTERY ON FOUR-MILE CREEK.

UNITED STATES STEAMER MENDOTA,

James River, July 3, 1864.

ADMIRAL: I have the honor to make report of the following proceedings in and about Four-Mile creek within the past few days. At about seven o'clock a. m. on the 31st ultimo the enemy opened fire on the United States steamer Hunchback, Lieutenant Fyffe commanding, with a battery of five guns, located on Four-Mile creek, about two thousand yards from the river. Lieutenant Fyffe immediately returned the fire and kept it up for some time, when the battery was apparently silenced. During the engagement the Hunchback was struck once in port wheel-house, but no damage done. About noon the monitor Saugus, Commander Colhoun, came down and took position and opened fire. The battery fired only two or three shots at the Saugus, but opened rapidly and spitefully whenever any wooden vessels showed in front. A number of vessels were fired on in this manner in the course of the day, notwithstanding the presence of the Saugus, but only one was struck—an army tug, of which the chief engineer was severely wounded. On the morning of the 1st instant, in company with the Agawam, this vessel took position to bring a cross-fire on the position of the battery, and both vessels opened without eliciting any reply, neither could any one be seen in the neighborhood. After firing about twenty shell I ceased, and there has been no demonstration in this vicinity since. On the afternoon of the 1st information was received from a French resident that the enemy had moved some of their guns further down the river, with a view to annoying passing vessels and to shell the camp of General Foster, below Four-Mile creek. I therefore directed Lieutenant Fyffe to proceed down the river, below Tilghman's wharf, and if the enemy were about, to remain there. About seven o'clock p. m. Lieutenant Fyffe fired again, which was immediately responded to by the rebels, their shell bursting in the neighborhood of General Foster's camp. Their fire soon ceased, and it was ascertained by Lieutenant

Fyffe the next morning that one of his shells fell among the rebels, whereupon they abandoned one of their guns, and did not return for it until after ten p. m. Since then everything has been quiet about here.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, United States Navy.

Acting Rear-Admiral S. P. LEE,
Com'dg N. A. B. Squadron, James River.

JULY 9, 1864.

The engagement and movements referred to in this report of Commander Nichols were in pursuance of immediate instructions from me.

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

VARIOUS NAVAL OPERATIONS ON JAMES RIVER, VIRGINIA, &c.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP N. A. B. SQUADRON,
Hampton Roads, July 9, 1864.

SIR: I transmit, enclosed, three (3) reports from Captain Smith, of 4th, 5th, and 6th instant, as follows: (1) enclosing report from Lieutenant Commander Quackenbush of the capture by a boat's crew from the Pequot of three confederate prisoners. A large body of cavalry approaching after the capture, the Pequot and Commodore Morris opened fire and drove them off. The prisoners had little information. (2) 5th instant, enclosing copies of two telegrams, (A and B,) dated 4th and 5th instant from General Weitzel to General Foster, warning him of a probable attack by a rebel force of about five thousand, which the second despatch states is probably meant as a feint to cover a heavy attack on Meade's left; also a despatch (C) from General Butler, of 5th instant, requesting the assistance of the naval vessels in destroying the enemy's forage and grain in their vicinity; (3) of 6th instant, reports the destruction of a considerable amount of hay and grain on Aiken's farm, and an attempt to capture the rebel guard stationed to protect the reapers; they escaped, however, their arms, ammunition and clothing only being taken.

Acting Master Lee, commanding the Commodore Morris, reports to Captain Smith that while destroying a field of wheat near Turkey Bend, an escaped Union prisoner, John H. Bond, who had been sent from Richmond to aid in cutting the grain, claimed his protection, and stated that there were seven (7) other prisoners sent with him for the same purpose. Richard D. Lee, justice of the peace for Warwick county, Virginia, was taken prisoner at the same time, and turned over to General Butler. Captain Smith also reports that he is informed that the man Aiken, upon whose premises the grain was destroyed, had assisted a party of five (5) to escape to the rebel lines. This man gave a strict pledge of neutrality when our forces first went up the river. This report also encloses the statement of three (3) deserters from the rebel iron-clad Virginia, who came off on the 5th; they furnish no new information.

There has been no change in the naval situation, and all was quiet at the last date.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

CAPTURE OF THREE REBEL PRISONERS BY THE PEQUOT.

*Report of Captain M. Smith.*UNITED STATES IRON-CLAD ONONDAGA,
James River, July 4, 1864.

SIR: I enclose herewith a report just received from Lieutenant Commander S. P. Quackenbush, of the United States steamer Pequot, of the capture of three of the enemy.

The following is all the information obtained from the prisoners:

They state that they belong to Ewell's corps, and were cutting forage on the bank when they were captured by the Pequot's men, and that they had been cutting forage for the last fortnight. They say they do not know the number of troops with Ewell, but that there are two battalions of artillery, one with nineteen guns and the other with eight, and a brigade of cavalry. They are stationed near Malvern Hill, about two miles from the river. I have directed Lieutenant Commander Quackenbush to destroy the quantity cut, and burn the field if he can do so.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Captain, and Senior Officer present.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

*Report of Lieutenant Commander S. P. Quackenbush.*UNITED STATES STEAMER PEQUOT,
James River, Va., July 4, 1864.

SIR: I have the honor to report the capture of three confederate prisoners taken by a boat's crew from this vessel, under the charge of Acting Ensign A. Smalley.

From the statement made by the prisoners, they belong to General Ewell's corps, and had been sent to obtain provender for their horses. After their capture had been effected, a large body of cavalry approached within range of our guns, which we drove off with some loss on their part, I think, as the shells of the Commodore Morris and this vessel fell directly in their midst.

I send you the prisoners, who give their names as Samuel B. Farmer, John R. Wood, and Martin V. Warburton, all privates belonging to the 1st Virginia artillery.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

Acting Rear-Admiral LEE,
Commanding N. A. B. Squadron.

CONDITION OF AFFAIRS IN JAMES RIVER, VIRGINIA, &c.

*Report of Captain M. Smith.*UNITED STATES IRON-CLAD ONONDAGA,
On Picket, below Barricade, July 5, 1864.

SIR: I have just received a communication from Commander Nichols, informing me that everything is quiet at Deep Bottom, and no unusual movements of the enemy has been discovered.

The Mackinaw has been sent to Commander Nichols, and the Agawam will take her station off Aiken's Landing. Nothing has occurred in this vicinity worthy of mention.

I send a copy of a telegraphic despatch, the substance of which was communicated to me last night about three o'clock, at which time the Mackinaw and Agawam were despatched. I send you a copy of two others, this moment received, and shall carry out the suggestions in relation to the destruction of forage and grain in the vicinity of our boats.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain, and Senior Officer present.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Telegram from General Weitzel to General Foster.

A.

[By Telegraph.]

GENERAL BUTLER'S HEADQUARTERS,

July 4, 1864.

To Brigadier General FOSTER:

I think it beyond a doubt, from information received, that you will be attacked in the morning by about five thousand rebels. General Butler thinks so too; be prepared.

G. WEITZEL,

Brigadier General and Chief of Staff.

Telegram from General Weitzel to General Foster.

B.

[By Telegraph.]

GENERAL BUTLER'S HEADQUARTERS,

July 5, 1864.

To General R. S. FOSTER:

Despatch received. The general thinks that an attack is coming; he supposes they did not get ready by this morning. He believes that the attack on you will be a feint to cover a heavy attack on Meade's left.

G. WEITZEL,

Brigadier General and Chief of Staff.

Received at 9.45 a. m., and forwarded, by request, to General Foster..

Respectfully,

ED. T. NICHOLS, *Commander.*

Telegram from General Butler to Acting Rear-Admiral S. P. Lee.

C.

[Telegram.]

GENERAL BUTLER'S HEADQUARTERS,

July 5, 1864.

To be forwarded to Admiral LEE:

The commanding general requests that you assist General Foster to destroy all forage and grain in the vicinity of your boats.

LUDLOW,
Major and A. D. C.

DESTRUCTION OF GRAIN, &c., ON AIKEN'S FARM.

Report of Captain M. Smith.

UNITED STATES STEAMER ONONDAGA,

On Picket, below Barricade, July 6, 1864.

SIR: The man Aiken, upon whose premises the grain was burned yesterday, is, from information received this morning, a great rascal. In a communication with John Williams, ordinary seaman, belonging to the Minnesota's launch, Aiken informed him that he had assisted a party of five in making their escape, and pointed out the road to the rebel lines and the situation of the pickets.

Lieutenant Chambers was sent last night to Aiken's premises with thirty-five men assigned to the navy, by General Graham, to capture a guard of rebels placed there to protect the reapers. The laborers and soldiers escaped, but their arms, ammunition and clothing were secured, all the forage destroyed, and about ten acres of grain burned.

Lieutenant Commander Quackenbush reports that he landed thirty men yesterday and destroyed ten stacks of hay and a quantity of wheat in the field. Walter W. Ingalls, landsman, one of the party, accidentally shot himself with his rifle, and the wound is considered fatal.

I am informed by Acting Master Lee that, in destroying a field of wheat at Turkey Bend, John H. Bond, an escaped Union prisoner, who was sent down from Richmond by the authorities of that place to cut grass for the rebel government, claimed protection of his men, and stated that there were seven other prisoners sent with him for the same purpose.

Richard D. Lee, justice of the peace for Warwick county, Virginia, was taken prisoner at that time, and has been sent to General Butler. Three deserters came off yesterday, two from the rebel ram Virginia, and one from Howlett's battery. The two first made the statement which is herewith enclosed, and the latter was sent to General Butler for examination, his information being all of a military character. Everything is quiet here, and no despatches have been received for you from Washington, except those marked "private," which have already been forwarded.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain, and Senior Officer present.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Statement of a deserter from the rebel iron-clad Virginia.

JULY 5, 1864.

Came on board at 1 p. m.; name, George Layton; Englishman; came in blockade-runner to Charleston; joined the confederate service, January, 1863, to get released from imprisonment; has been on the Virginia two months; she is three feet from the water to the main deck, draws thirteen to fourteen feet, carries one 10-inch smooth-bore and three 7-inch Brooks rifles; has ten inches of armor on forward face of shield, six inches on sides, and eight on stern face; manned by conscripts from the army; has 180 officers and men. Commodore Mitchell, Captain Pegram, 1st Lieutenant Johnson. Obstruction at Fort Darling—sunken vessels with piles between; opening for rebel iron-clads to come through, next to north bank, with fourteen feet of water in it. There are also the iron-clads Richmond, four guns, and Fredericksburg, four guns. Other vessels—Hampton, Nansemond, Roanoke, and Beaufort. Loaders have to stand on port recess to load the guns, they come in such a short distance, and cannot fight both broadsides at once.

The statement of another deserter from same vessel is substantially the same

 THE OBSTRUCTION OF TURKEY CREEK.
Report of Captain Melancton Smith.

UNITED STATES STEAMER ONONDAGA,
James River, below Barricade, July 13, 1864.

SIR: Lieutenant Commander Quackenbush reports that he has partially obstructed Turkey creek, and will make it more secure to-day by sinking a large scow in the channel, and putting up another line of obstructions. He also states that his pickets were attacked on the 12th instant, but sustained no loss. His shells did fearful execution, falling, as he says, in the midst of a force of about one hundred men, and saw from aloft seven, either killed or wounded, borne off the field; one with his foot blown off was captured, and one other killed near him.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain, and Senior Officer in James River.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
Off Turkey Creek, James River, Virginia, July 12, 1864.

SIR: I have the honor to report that, in obedience to your orders, I have placed the first line of obstructions across the middle of Turkey creek. The line formed consists of two lines of stakes, with logs laid between them from the bottom to the surface. To-morrow morning I intend sinking a large scow and putting up another line of obstructions similar to the one mentioned, which I think will effectually block up the creek. A detachment of men from the Morris, in charge of two officers, assisted in the work. Our pickets were at-

tacked; no loss was sustained on our side, and one man killed on theirs. One of the officers of the *Morris* in the affair had his coat cut by one of the enemy's balls, but the rent can be covered by a *shoulder strap*.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

Captain MELANCTON SMITH,
Senior Officer Commanding in James River, Virginia.

Additional report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
July 12, 1864.

SIR: Since sending my note this p. m. I sent on shore and brought off a wounded man, whose foot had been nearly blown off by one of our shells. His foot has since been amputated. Will you please give directions to have him removed to some hospital as soon as possible, both for his sake as well as mine. We have observed from aloft seven additional men, either wounded or killed, borne off by their commander. Our shells must have done fearful execution, for every one of them, as also a shrapnell from the 150-pounder, fell directly in the midst of a party reported to be at least one hundred. I am of the opinion that in future no attempt will be made to gather grain within range of our guns. The young man, or rather boy, that was wounded in the foot, informed the surgeon that Ewell's corps were on the north side of the river in this vicinity. He could not give anything like an estimate of the number of men under his command, but represented the force to be a large one. I think his statement correct.

Very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

DESTRUCTION OF SIGNAL STATION AT COX'S FARM.

FLAG-SHIP N. A. B. SQUADRON,
Hampton Roads, July 16, 1864.

SIR: Captain M. Smith reports, under date of 12th instant, that he sent in the Stepping Stones, on the 11th instant, a detachment of seventy men from the 3d Pennsylvania artillery, and fifty from the 10th Connecticut volunteers, in charge of 1st Lieutenant D. W. Chambers, 3d Pennsylvania artillery, to a point on James river, below Dutch Gap, and thence to Cox's farm, and that they there burnt the signal station, two mills, two barns, a blacksmith's shop, and out-buildings, and a large quantity of grain and agricultural implements, capturing one lieutenant, one sergeant (wounded) and twelve men, with arms and accoutrements complete; also a large torpedo with clock-work attachment, the galvanic battery to which it was attached, and two hundred pounds of powder. The whole was accomplished without loss on our side.

I have directed Captain Smith to send me the torpedo, which, when received, will be forwarded to the Bureau of Ordnance, with an explanatory drawing.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

ATTACK ON PEQUOT AND COMMODORE MORRIS BY BATTERY AT MALVERN HILL.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,
Hampton Roads, Va., July 17, 1864.

SIR: I enclose the report of Captain Smith, dated 15th instant: (1) of the attack on the Pequot and Commodore Morris by a rebel battery near Malvern Hill, with its enclosures; (2) report of Lieutenant Commander Quackenbush, Pequot; (3) of Acting Master Lee, Commodore Morris, both dated 15th instant. From the former it appears that at 1.10 p. m. on the 14th a battery of one gun opened on the Pequot from Malvern Hill, the first shot taking off a man's leg and doing some injury to the vessel, which was lying to the ebb tide, and could not return the fire until she had moved up and turned, several shots striking in close proximity while this was being done. When in position, a number of shots were fired by the Pequot without reply, when she returned to her anchorage.

Acting Master Lee reports that a battery of 20-pounder rifles opened on the Commodore Morris from the direction of Malvern Hill on the 14th. He steamed up to within one thousand yards of the enemy, and returned the fire with his 100-pounder Parrot. The shell from that failing to explode, he turned the vessel round, and used his IX-inch guns. The enemy retreated to Malvern Hill, and again opened fire, when the Morris moved further up the river and returned it.

The enemy ceased firing at 5 p. m. No damage was sustained by the Commodore Morris. Captain Smith also states that deserters from Howlett's report that a battery of eight guns is being mounted in the clearing to the left. Acting Volunteer Lieutenant French, commanding the Wilderness, reports (verbally) that the Mendota yesterday engaged a battery near Deep Bottom, which ranged upon the pontoon bridge, and lost two men killed and six wounded.

The Commodore Morris was also engaged at the same time with a battery near Malvern Hill, and received a shell in her magazine, which passed through three barrels of powder, lodging in the shot locker without exploding. The Wilderness was obliged to pass down in the night, the batteries being still in position. She brought two of the wounded to the Norfolk hospital.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Melancton Smith.

UNITED STATES STEAMER ONONDAGA,
On Picket, below Barricade, James River, July 15, 1864.

SIR: I enclose the report of Lieutenant Commander Quackenbush of the attack by the enemy upon the Pequot from the vicinity of Malvern Hill, and also one from Acting Master R. G. Lee in relation to his operations against the enemy on the same day. It is believed that the enemy has been dislodged, and everything quiet on the river. Two deserters came off this evening from Howlett's battery, and they report that there is a battery of eight guns being mounted in the clearing to the left.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain, and Senior Officer in James River.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
Turkey Bend, James River, Va., July 15, 1864.

SIR: I have the honor to inform you that at 1.10 p. m. on the 14th instant a battery of one gun on Malvern Hill opened fire on this vessel, the first shot taking off a man's leg and doing some injury to the vessel. At the time I was unable to return the fire in consequence of our lying to the ebb tide. I was therefore obliged to get under way and move up where the channel was sufficiently wide for me to turn round. In the mean time several shots were fired at me, all of which struck in close proximity. After rounding to I at once proceeded down to a position where my guns could be used effectively. After firing a number of times, and eliciting no response, I returned to my anchorage.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

Captain MELANCTON SMITH,
Senior Officer present, Commanding in James River, Va.

Report of Acting Master R. G. Lee.

UNITED STATES STEAMER COMMODORE MORRIS,
Off Haxall Landing, James River, Va., July 15, 1864.

SIR: I most respectfully submit the following report: At 1 o'clock p. m. yesterday the rebels opened fire on the Commodore Morris, from the direction of Malvern Hill, with a masked battery of twenty-pounder rifles. I immediately got under way, steamed up river a quarter of a mile to within one thousand yards of the enemy, and opened fire with the one hundred-pounder rifle Parrott. Finding the shell from the rifle did not explode, I turned the vessel around and opened on them with shell from the nine-inch Dahlgren, firing to where I saw the flash of the enemy's guns, and soon drove them from their hiding-place. They then retreated to Malvern Hill, from which place they opened fire on us. I then steamed higher up river, so I could use my hundred-pounder rifle, which I did, only one shell in six from the rifle exploding. I also used the thirty-pounder.

At 5 p. m. the enemy ceased firing; I then returned to my anchorage, off Haxall, sustaining no damage.

Very respectfully, your obedient servant,

R. G. LEE,
Acting Master, Commanding.

Captain MELANCTON SMITH,
Senior Officer, James River.

ENGAGEMENT BETWEEN GUNBOATS MENDOTA AND PEQUOT AND BATTERIES ON JAMES RIVER.

Report of Captain Melancton Smith.

UNITED STATES IRON-CLAD ONONDAGA,
On Picket, below Barricade, James River, Va., July 16, 1864.

SIR: I have the honor to enclose a report from Commander Nichols, of the Mendota, stationed off Four-Mile creek, in relation to the temporary interruption of the navigation on the river, with the accompanying list of casualties on board

that vessel. I have ordered the Agawam from Aikin's landing to assist in dislodging the enemy, and have restricted all communication about that point by unarmed vessels until nightfall.

The Pequot was fired upon yesterday from a one-gun battery—20-pounder Sawyer—near Malvern Hill, the shell striking her, mortally wounding one man and doing some slight damage to the vessel. I enclose herewith a communication from Lieutenant Commander Quackenbush, giving the particulars of an engagement with the enemy's battery at Malvern Hill to-day. * * *

I have the honor to be, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain, and Senior Officer in James River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

Report of Lieutenant Commander Quackenbush, Pequot, July 16.

Report of Commander Nichols, Mendota, July 16.

Casualties on Mendota.

Report of Commander E. T. Nichols.

UNITED STATES STEAMER MENDOTA,

James River, July 16, 1864.

SIR: I have to report that about seven o'clock this morning a rebel battery opened fire on this vessel and General Foster's camp. The ship moored head and stern. I could bring but one gun to bear. Shipped and dropped down, opening fire with all the guns, as they would bear. The rebels have not fired now for over an hour; whether driven off by our guns or not I cannot say. The battery is located in the edge of the woods below Four-Mile creek, in a very commanding position. I regret having to report the following casualties from the bursting of a rebel 20-pounder shell, which came through the bulwarks among the crew of No. 1 gun: Four men severely wounded (one since died) and two others doubtfully; two men and one officer slightly wounded. I have directed the captain of the Wilderness not to pass down until night, and I shall detain the Hydrangea below the bridge, sending anything she may have for you across the point to my tug.

Very respectfully, your obedient servant,

ED. T. NICHOLS,

Commander, United States Navy.

Captain MELANCTON SMITH,

Com'dg U. S. S. Onondaga, Senior Officer, James River.

List of casualties on board United States steamer Mendota by shell from rebel battery, July 16, 1864.

Thomas Kennedy, landsman, dangerously, (since died;) William S. Pattle, ordinary seaman, dangerously in leg and groin, (cannot recover;) Charles W. Taylor, quarter gunner, in head, (doubtful;) Hugh Walch, landsman, seriously in leg, (doing well;) Patrick Flaherty, landsman, slightly in finger and leg, (doing well;) Otto Eichberg, landsman, slightly in cheek, (doing well;) Acting Master's Mate McDonald, slightly in leg, (on duty.)

Very respectfully,

ED. T. NICHOLS, *Commander.*

Report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
James River, Virginia, July 16, 1864.

SIR: I have the honor to inform you that at 9.25 a. m. to-day the battery of one gun on Malvern Hill opened fire on this vessel. I at once got under way and proceeded down the river to a position abreast of the battery, and fired at it with all the effective guns on port side. Although our firing, as well as that of the Commodore Morris, was remarkably good, our shells falling and exploding at and about the battery, yet the means which the enemy had of safely secreting themselves rendered our firing abortive. Two of their shots struck this vessel, one carrying away an iron stanchion on the forecastle, and the other splintering the main topmast. One shot or shell passed through the magazine of the Commodore Morris, in close proximity to two men therein engaged, splintering two barrels containing powder without causing further injury. At three p. m. I returned to a position some four hundred yards above my usual anchorage, finding it useless to expend more ammunition without obtaining a satisfactory result. I enclose herewith an account of the ammunition used during the time I was engaged in endeavoring to silence the battery previously mentioned.

Since writing the above, another gun has been placed in position on Malvern Hill, and I have also discovered another mark of the enemy's shot on the foregaff.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commander, United States Navy.

Captain MELANCTON SMITH,

Senior Officer present, Com'dg U. S. N. Fleet in James River, Va.

SHELLING THE ENEMY AT FOUR-MILE CREEK.

UNITED STATES STEAMER ONONDAGA,
On Picket, below Barricade, James River, Va., July 29, 1864.

SIR: I have the honor to report that the Mendota and Agawam were engaged all day on the 28th shelling the enemy across Four-Mile creek, where they had been very busy throwing up works and manœuvring large bodies of men, supposed to be nearly all of Longstreet's and Hill's corps.

The enemy made a demonstration on General Foster's front, and the Agawam opened fire, but with what effect it has not been ascertained.

Commander Nichols, of the Mendota, reports that he fired at intervals of seventeen minutes, and that General Hancock informed him that his shelling was very effective and of great assistance to his operations. He had the misfortune, however, to disable his after 100-pounder pivot, the rifles being the only guns that would reach the position occupied by the enemy. The gun was fractured from the forward edge of the reinforce band on the breech to a point forward of the centre of the trunnion, but from the report of Commander Nichols, forwarded this day to the Bureau of Ordnance, the gun was properly served and every ordnance requirement complied with.

A confidential communication from General Weitzel, received this afternoon, states that, in view of a military movement ordered by General Grant, all the troops, excepting General Foster's original command, will be moved to-night

from Deep Bottom, and requests all the assistance I can render him. All the naval force that can operate to advantage at that point has been sent.

I have the honor to be, &c.,

MELANCTON SMITH,

Captain and Divisional Officer, in James River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

EXPEDITION TO COX'S MILL, NEAR JAMES RIVER.

Letter of Captain M. Smith to Acting Rear-Admiral S. P. Lee.

UNITED STATES STEAMER ONONDAGA,

On Picket, below the Barricades, James River, August 4, 1864.

SIR: I herewith enclose a report from Captain Sanderson, commanding naval picket force, of another expedition to Cox's Mill to destroy an engine which General Ewell proposed to send a detachment of men to remove, and inquires by telegraph "if Flag-Officer Mitchell sends picket boats below the wharf," which despatch was read by our operator and communicated to me by General Butler.

I have not considered it of sufficient importance to make any report of the matter to the department. Everything quiet in this vicinity.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Divisional Officer, James River, Virginia.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Letter from Captain J. W. Sanderson to Captain M. Smith.

CAMP OF NAVAL PICKET DETACHMENT,

James River, Virginia, August 4, 1864.

SIR: I have the honor to submit the following report of operations last night:

I proceeded with forty of my own men on the United States steamer Stepping Stones (Acting Ensign Barrett) to the pontoon bridge at General Foster's command, where I received one hundred additional men under command of Captain Nichols, 11th Maine. Returning, we landed at a point near Aiken's landing, known as the Branch, and at about 2 o'clock this morning I advanced with the force to Cox's farm, for the purpose of destroying such machinery, &c., as might be in the mill and on the premises.

Upon nearing the point a small squad of the enemy fired on us, without, however, doing any harm. I immediately ordered my men to move forward in quick time, at the same time sending a firing party, under charge of Lieutenant Chambers, to the mill. No machinery could be found; the building is an utter wreck and its contents removed; the walls alone are standing.

Upon attempting to fire the torpedoes, the fuzes were discovered to be deficient, and the effort to destroy what was left of the walls therefore failed.

The object of the expedition having as far as possible thus been accomplished, I returned to the Stepping Stones and embarked the troops. I have to report

the loss of two men, Private Wratson, company G, 3d Pennsylvania artillery, and one private (name unknown) of the 11th Maine, who strayed away from the command.

I have the honor to be, very respectfully, your obedient servant,

J. W. SANDERSON,

Captain 3d Pennsylvania Artillery.

Captain MELANCTON SMITH,

Senior Officer, James River.

ENGAGEMENTS BETWEEN GUNBOATS AND REBEL BATTERIES.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,

Beaufort, N. C., August 22, 1864.

SIR: Captain Smith, under date of 5th instant, reports operations in James river on the 3d, 4th, and 5th instant, of which the following is a summary:

At about 3.30 p. m. on the 3d a battery near Wilcox's wharf opened on some passing army transports; the firing being heard on the Miami, then passing up the river, she went ahead and engaged the battery, and after an hour's sharp firing dislodged the enemy, and then shelled the banks for some distance above and below.

Acting Volunteer Lieutenant Graves states that the battery consisted of six (6) rifled 12-pounders: The Miami had one man killed and one wounded, and received some damage, being struck by two shots which tore away some of the wood work and steering gear, and two outside planks for a distance of several feet, causing her to make some water during the action.

About 11 a. m. on the 4th a battery opened on army transports near Harrison's landing. The Osceola and Miami proceeded down the river and opened fire, when the enemy immediately abandoned the position. These vessels then shelled the banks, firing some at houses and other prominent points for two or three miles above and below the landing.

A contraband brought off by the Osceola (and who was injudiciously permitted to return ashore) stated that the battery consisted of from ten (10) to fifteen (15) guns, supported by an infantry force of two thousand (2,000) under Ewell.

The steamer Brooks, belonging to the Sanitary Commission, was fired on by sharpshooters above Turkey creek on the afternoon of the 4th, killing one man and mortally wounding two. The Pequot and Commodore Morris shelled the spot where the enemy were supposed to be concealed, but saw nothing of them.

About 6 p. m. on the 5th the battery at Howlett's opened on General Butler's works, the whole line soon becoming engaged, and keeping up a heavy fire until nearly 8 o'clock. The iron-clads were not engaged.

Captain Smith has stationed the Saugus so as to be shut in from the battery at Howlett's, and considers this the best position for the iron-clads, as they can move up in a few minutes and engage the rams if they appear, and at the same time need not be subjected to the mortification of dropping out of range when Howlett's battery opens.

He has stationed the Miami at Harrison's landing, and the Dawn at Wilcox's wharf, to protect and convoy passing transports, which dispositions I have approved.

I enclose (1) Captain Smith's report of August 5; (2) August 3, Acting Volunteer Lieutenant Graves, (commanding Miami,) reporting engagement on

3d; (3) same, reporting engagement on the 4th; (4) Commander Clitz, (commanding Osceola,) reporting same; (5) August 4, Lieutenant Quackenbush, (commanding Pequot,) reporting the firing on the steamer Brooks.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Melancton Smith.

UNITED STATES STEAMER ONONDAGA,

On Picket, below the Barricade, James River, Va., August 5, 1864.

SIR: In obedience to your order of the 16th ultimo, I herewith enclose a report from Commander Clitz, of the Osceola, in relation to his shelling the enemy in the vicinity of Harrison's landing, and two reports from Acting Volunteer Lieutenant G. W. Graves, of the Miami, in relation to an engagement with the rebels at Wilcox's wharf, on the 3d instant, in which he lost one man killed and two slightly wounded, and of his shelling at Harrison's landing in company with the Osceola, on the following day. I also enclose a report from Lieutenant Commander S. P. Quackenbush, in relation to an attack by sharpshooters on the sanitary steamer Brooks, at Turkey creek, in which one man was killed and two mortally wounded.

I have directed Lieutenant Commander Quackenbush to clear the bank, as far as practicable, of all trees and underbrush calculated to conceal an enemy, and have sent him the Minnesota's launch and crew to assist in the performance of that duty.

I have directed the Miami to take her station at Harrison's landing; to afford protection to our transports passing up and down the river, and to make a reconnoissance with his marines at that place when he shall consider it prudent; and have ordered the Dawn to take her station at Wilcox's wharf, and convoy passing transports until they are protected by the guns of the Miami.

Howlett's battery opened about 6 o'clock this afternoon upon General Butler's works, which was returned, and a regular fire kept up from the Curtis House, Signal Tower, and Crow's Nest batteries until near eight o'clock, a large number of our shells grazing the crest of the enemy's works and exploding inside. The rebels fired at long intervals and without much accuracy. From the time of the discharge of the first gun, the whole line opened, and a heavy cannonading by both parties was kept up until near 8 o'clock.

The Saugus was on picket, but so stationed as to be shut in from the battery at Howlett's, which position I think it most advisable for the iron-clads to occupy as they can move up in a few moments to protect the obstructions should the rams desire to participate in any general attack on General Butler's lines, and would not be subjected to the mortification of dropping out of range if fired upon from Howlett's battery.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Divisional Officer, in James River, Va.

Acting Rear-Admiral S. P. Lee,

Commanding N. A. B. Squadron.

Report of Commander J. M. B. Clitz.

UNITED STATES STEAMER, OSCEOLA,
Off City Point, James River, August 4, 1864.

SIR: I have to submit the following report:

This morning about 7.30 the United States steamer Miami returned to this anchorage and reported all quiet down the river.

At about 11 a. m. we discovered the enemy firing from a battery at or near Harrison's landing.

I immediately got under way with this vessel under my command, followed by the United States steamer Miami; when near Harrison's landing, the Miami and this vessel opened fire upon all the houses and prominent points until our arrival at Wilcox's wharf, where we remained until 5.30 p. m., when the Miami and this vessel got under way and proceeded to City Point.

While at anchor off Wilcox's wharf sent a boat ashore, in charge of Lieutenant and Executive Officer Weidman, to bring off to the vessel a contraband who was there signaling; information derived from the contraband leads us to believe that the battery consisted of from ten to fifteen guns, supported by an infantry force of 2,000, under the command of General Ewell.

Doubtful information was received from the residents of the neighborhood on shore that the battery and supporting infantry force returned to the camp.

The contraband, not wishing to remain, was again landed under charge of Lieutenant Weidman.

I shall detain the Miami at this point until she can fill up her deficiencies of ammunition, when she will proceed up the river, and report to you, as directed by his (Acting Volunteer Lieutenant Commanding Graves's) orders.

I saw nothing of the battery either going or returning. I think it important that a sufficient force should be kept in the immediate vicinity of Harrison's landing and Wilcox's wharf, with discretion to the different commanding officers to patrol the river, when required, to protect our transports from this battery, which, in my opinion, is a field one.

I have the honor to be your obedient servant,

J. M. B. CLITZ,
Commander, United States Navy.

MELANCTON SMITH,
Captain and Divisional Officer,
Com'dg Iron-clad Onondaga, James River.

Report of Acting Volunteer Lieutenant G. W. Graves.

UNITED STATES STEAMER MIAMI,
James River August 3, 1864.

SIR: I have the honor to submit the following report of my engagement with a rebel battery this p. m.:

At 3.30 p. m., while passing up the river, I heard firing above me on the starboard hand; upon turning the bend I discovered a battery, stationed at Wilcox's landing, firing upon some unarmed transports which were passing down. I immediately went to quarters, and proceeded to the place of action as fast as the disabled state of my machinery would permit, and engaged the battery at about 1,200 yards distance; after about an hour's sharp firing I succeeded in dislodging the enemy, and drove them off. I then shelled the banks above

and below the position for a short time, and proceeded up the river until I met the United States steamer Osceola, Commander Clitz, who ordered me to return and remain for the night.

The battery consisted of six (6) twelve-pounders, two of them Whitworth rifles, projectiles from which struck us several times, inflicting some damage, killing one man and wounding one.

I enclose reports of casualties.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

Captain M. SMITH, U. S. N.,

Divisional Commander, James River.

Additional report of Acting Volunteer Lieutenant G. W. Graves.

UNITED STATES STEAMER MIAMI,

Off City Point, August 4, 1864.

SIR: I have the honor to submit the following report:

At about 11 o'clock this a. m., while lying at this place taking in ammunition and burying my dead, the rebels opened fire upon our transports from a battery at or near Harrison's landing.

In obedience to orders from Commander Clitz, commanding Osceola, I got under way and followed him down the river. The rebels left at our approach; so I followed the example of Commander Clitz, and shelled the left bank of the river for a distance of two or three miles above and below the landing, dropping an occasional shell about the houses. I returned to my anchorage about dark.

I append a list of ammunition, &c., expended.

Very respectfully,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

Captain M. SMITH, U. S. N.,

Divisional Commander, James River.

Casualties on board the Miami.

UNITED STATES STEAMER MIAMI,

James River, Va., August 3, 1864.

SIR: I have the honor to report the following casualties in the engagement with the rebel battery near Wilcox's landing:

Killed.—Matthew Callahan, marine.

Wounded.—Michael J. Donnelly, coal-heaver, sustaining slight injury, with loss of middle finger of right hand; William H. H. Davis, coal-heaver, slight splinter wound of hand.

I am, sir, very respectfully, your obedient servant,

G. H. MARVIN,

A. A. Surgeon, U. S. N., U. S. S. Miami.

G. W. GRAVES,

Acting Vol. Lieut. Com'dg, U. S. S. Miami.

Injuries sustained by the Miami.

UNITED STATES STEAMER MIAMI,
August 4, 1864.

SIR: I respectfully submit the following report of damage received by this vessel in hull, &c., during the engagement with a rebel battery posted on the bluff at Wilcox's landing, James river, on the afternoon of the 3d instant.

One shell passed through port bends just abaft paddle-wheel, tearing away waterways, engine-room, hatchway, and division arm-chest, and steering gear.

One shell passed through the starboard after covering board, bursting and tearing out two (2) outside planks for several feet.

The ship made considerable water during the action.

I have the honor to be your obedient servant,

HENRY S. BUCKLESS,
Carpenter's Mate.

Report of Lieutenant Commander S. P. Quackenbush.

UNITED STATES STEAMER PEQUOT,
James River, Va., August 4, 1864.

SIR: As the sanitary boat S. E. Brooks was passing a wooded bluff, a short distance above the mouth of Turkey creek, she was fired into by a party of the enemy, five or six in number, killing one and mortally wounding two others on board. The Commodore Morris and this vessel immediately got under way, and proceeded to the point at which the attack was made, firing a few shot in the spot the rascals were supposed to be ambushed. They evidently did not wait for our approach, leaving, no doubt, as soon as they had accomplished their purpose. The Brooks had up the sanitary flag, and there were ladies on board, in fact; the miscreants fired directly among them. The boat was on her way to your vessel, the party on board intending to visit Dr. Franklin.

I think with another boat and a strong picket guard of soldiers the banks in this vicinity could be kept entirely clear. Above General Picket's house, or Jones's landing, I have felled the trees, and the marines have cleared the bank for some distance below Turkey creek. The intermediate space consists of wooded bluffs. I intend to-morrow to send a gang on shore and clear it.

Very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

M. SMITH,

Captain and Divisional Officer, James River.

ATTACK ON LABORERS AT DUTCH GAP BY REBEL FLEET AND BATTERIES.

Report of Captain M. Smith.

UNITED STATES STEAMER ONONDAGA,
Below the Barricade, James River, August 13, 1864.

SIR: I have the honor to inform the department that at 5 a. m. to-day two rebel rams opened fire on our land forces and laborers employed at Dutch Gap, and have maintained a moderate fire during the day.

In addition, one or more gunboats, or ram gunboats, dropped down to Cox's

reach, and, together with the battery at Signal Hill, on Cox's farm, and that on the hill at Howlett's house, took part in the attack.

A movement of some kind had been anticipated, and the steamers Mackinaw and Delaware were stationed to command Cox's reach and also sweep Cox's farm in the event of an attack by infantry, which was regarded as most probable, as two divisions of the enemy were known to be in the immediate vicinity. After one round from this vessel, operations upon the enemy's iron-clads were found to be impracticable, from their great distance from us, except for the possible annoyance to people on their decks; and this contingency was so remote, and the means of directing or observing the effect of our fire so limited, that it was not deemed advisable to strain the large guns with the high elevation and heavy charges necessary to reach.

The battery at Howlett's being readily silenced by the army battery, no attention was paid to it from the vessels. The Saugus was, therefore, later in the day, added to the Mackinaw and Delaware, making all the force able effectively to operate from that point, and had, with those two, maintained a regular fire until dark. Their fire also was dependent upon directions from the mast-head, and its effect uncertain, but, it is hoped, may have been to some extent effective.

From the position of this vessel and the Canonicus it was impossible to aid them without greatly endangering our own forces, and they have therefore remained without other action than preparation for any change that may enable them to operate effectively.

General Butler's loss, as far as ascertained, thirty killed and wounded.

Captain Rhind, of the Agawam, reports that his vessel and the Hunchback were attacked this afternoon at 2 p. m. by two rebel batteries, one at Four-Mile creek, and the other more to the northward—the first battery containing two twenty-pound rifles; the other a heavy gun, supposed from the fragments of shell to be a ten-inch, and a twenty-pound field-piece.

The casualties reported on board the Agawam are two killed, one mortally wounded, and three more or less severely.

I have sent the Saugus to assist in dislodging the battery at Four-Mile creek.

I have the honor to be, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Divisional Officer, in James River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Complimentary letter of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,

Beaufort, N. C., August 25, 1864.

SIR: I take great pleasure in calling the attention of the department to the gallantry and endurance displayed by Commander Rhind, of the Agawam, and the officers and men under his command, in the engagement with three rebel batteries on the 13th instant, reported to the department by Captain Smith, divisional commander on James River.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

NAVAL CO-OPERATION WITH MOVEMENT OF TROOPS AT DUTCH GAP
AND DEEP BOTTOM.*Report of Captain M. Smith.*UNITED STATES STEAMER ONONDAGA,
Below Barricade, James River, August 17, 1864.

SIR: I have the honor to report that at 3 p. m. yesterday I was requested by Major General Butler to co-operate in a movement of the troops then at Dutch Gap and a force from Deep Bottom, whose object was to reconnoitre northeastwardly from Aiken's house, divert the enemy in the front and on the left of our troops in the vicinity of New Market road, and take advantage of any opportunity that might offer for a further advance.

The operations of the vessels in this vicinity were more particularly connected with the force moving from Dutch Gap. The plan proposed was to move this force of some eight hundred available men to Aiken's landing, and there form in line for advance upon the crest of the hill directly in rear; then stretching out to the right, to form a junction with General Birney's forces at Deep Bottom, or to move towards the left beyond the rebel battery at Signal Hill. The Mount Washington was detained to transport the troops from Dutch Gap to Aiken's, and to lie off that point and use her thirty-two-pounder, holding herself in readiness to re-embark the troops if necessary. Just above her the Delaware, a little further above the Mackinaw, and at the bend of Dutch Gap the Canonicus, were stationed, to cover the advance by shelling the enemy's line; the Canonicus also devoting attention to Signal Hill battery.

This vessel was held ready for operations upon the rebel rams, if opportunity should offer by their descent within range.

I am pleased to say that the plan was successfully and handsomely carried out.

The Mount Washington took the troops, conveyed them to Aiken's, and disembarked them with a despatch and good order creditable to her commanding officer, and immediately took her position for shelling. At about 5 p. m. the troops advanced, and as soon as their movement was observed from the Mackinaw she opened fire, which was continued with marked effect from all the vessels until the movement, taking the direction to the left, advanced so far as to compel the gunboats to cease firing, to avoid injuring our own troops; this vessel meanwhile throwing an occasional shell in the direction of Cox's farm.

At 7 p. m. the action of the vessels ceased, by request of General Butler, which closed their share in the movement.

I am informed indirectly that the troops advanced so as to occupy Cox's farm, the Signal Hill battery, and the rebel lines thence toward the rear of Aiken's.

The officers of the land forces express themselves as most pleased at the assistance afforded by the vessels. I am informed at this moment that the movement having effected its object, the troops from Dutch Gap will fall back at that point this evening. This afternoon, at 5 o'clock, the rams came down in the second reach above, and opened fire on the picket lines established yesterday at Cox's farm. The battery at Howlett's house opened at the same time, and were replied to by General Butler's batteries, but the iron-clads and gunboats did not participate. The cannonading was kept up with spirit for some time, all firing ceasing at dark.

I have the honor to be, very respectfully, your obedient servant,
MELANCTON SMITH,

Captain and Divisional Officer, in James River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

NECESSITY OF RETAINING IRON-CLADS ON THE JAMES RIVER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP NOTHERN BLOCKADE SQUADRON,

Beaufort, N. C., August 17, 1864.

SIR: The department's communication of July 22, instructing me to report whether any of the iron-clads within the limits of my command can be withdrawn from James river or other waters of Virginia with due regard to the exigencies of the public service, and desiring me to obtain the opinion of Lieutenant General Grant with reference to the ability of the army to maintain its position in Virginia, supported and protected by wooden vessels only, or by these and a part of the iron-clads, was received on the 24th ultimo. On that day I wrote to Lieutenant General Grant on this subject, (copy enclosed,) and enclosed to him a copy of the department's despatch above mentioned.

The original reply of the Lieutenant General, dated 9th instant, is herewith enclosed, in which he says: "Whilst I believe we shall never require the armored vessels to meet those of the enemy, I think it imprudent to withdraw them. At least two such vessels, in my judgment, should be kept in the upper James river; they stand a constant threat to the enemy, and prevent him taking the offensive. There is no disguising the fact, that if the enemy should take the offensive on the water—although we probably would destroy his whole James river navy—such damage would be done our shipping and stores, all accumulated on the waters where the conflict would begin, that our victory would be dearly bought."

However prudent and politic it may be, I must regret the indicated plan of the able lieutenant general, that our iron-clads will never be required to meet those of the enemy on James river, which I have always hoped that we would have the opportunity of doing when the army should get around or by Petersburg and take Howlett's battery at the head of Trent's reach, as then the bar in that reach might quickly be cleared of one of the sunken vessels, and easily be deepened with the dredging machine, for which I applied to the department, so as to admit of the passage and co-operation of the iron-clads against the enemy's defences on land, and the capture of their navy.

In the Mexican war, our government, having to land an army in Mexico, preferred to take Vera Cruz by land attack, rather than capture the castle of San Juan de Ulloa by a sea attack, as the French had done. In that case the enemy had no navy.

The iron-clads in my command are the two monitors *Canonicus* and *Saugus*, the *Quintard* two-turretted battery *Onondaga*, and the prize *Atlanta*, on the *Merrimack* pattern, now repairing at Gosport; the *Roanoke* has been detached and sent to Point Lookout.

The *Onondaga*, *Canonicus* and *Saugus* are on the east side of Farrar's island, above which are the enemy's three iron-clads, his gunboats and steam barges—all torpedo fitted; and between these, besides Farrar's island, is the bar in Trent's reach, on which the water at high tide is just the load draught of the monitors, though the published coast survey chart shows even less water there than the monitors draw. The army authorities have been understood to hold that the success of the campaign and the cause of the country depend on the security of the communications of the army on the James river; hence the barricade on the bar, begun by the army and perfected by the Navy Department, which protects the iron-clads from torpedo attacks, and the gunboats and army transports and pontoons from fire-rafts.

The application of a few torpedoes would clear a passage through the barricade, and then if the draught of the rebel iron-clads allow them to pass the bar in

Trent's reach, what would become of the communications of the army if our iron-clads were withdrawn? I always endeavored to impress upon the army authorities the policy of making their communications secure as far as practicable against interruptions by the rebel artillery, by a reasonable provision of artillery in position on the favoring banks on our side of the river; but General Butler's engineer, General Wietzel, resisted this method on the ground that in case of a retreat it would be difficult to take away heavy artillery, which he said should therefore be on shipboard. I never entertained the idea of retreating, and it is clear that guns in battery on shore are more economically and safely placed than on shipboard; whilst my suggestion provided for such contingencies of service as the department now seems to have in view, and to allow of the occasional and temporary withdrawal of some of the gunboats, &c., for other service, as, for instance, in the recent case of the rebel movement against the capital and threatened raid to release the prisoners at Point Lookout.

Besides this convenience, and the security afforded to the army communications by a few pieces of good artillery well placed, such protection of that part of the river admitted of moving the gunboats to co-operate in the advance which I expected up James river, when the line of communication to be covered would become larger and otherwise require more naval force than we then had.

In conclusion, I respectfully report to the department that, in my opinion, it would be unwise and hazardous to withdraw any part of the iron-clads permanently from James river, and thus expose the communications of the army and the campaign against Richmond to great peril if not certain reverses. Looking at the matter in a navy light, I would be glad to see the iron-clad force on James river so increased that when the time for an upward movement comes, it will, after allowing for losses from the enemy's torpedoes, secure a Union triumph in an iron-clad contest on the James river.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Rear-Admiral, Commander of Northern Blockade Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee to Lieutenant-General Grant.

FLAG-SHIP MALVERN,

Hampton Roads, Va., July 24, 1864.

GENERAL: I enclose a copy of a communication received to-day from the Navy Department relative to the expediency of withdrawing the iron-clads from James river.

I request the favor of an early reply giving your views on the subject.

I have the honor to be, very respectfully, yours.

S. P. LEE,

Rear Admiral, Commander of Northern Blockade Squadron.

Lieutenant General U. S. GRANT,

Commander of United States Forces in the Field.

Letter from Lieutenant General Grant to Rear-Admiral Lee.

HEADQUARTERS ARMIES OF THE UNITED STATES,

City Point, Va., August 9, 1864.

DEAR SIR: Your letter of the 24th instant, enclosing communication relative to the withdrawal of iron-clads from the James river, was duly received. Owing

to my absence from here most of the time since the receipt of your letter, it has not been answered earlier.

Whilst I believe we will never require the armored vessels to meet those of the enemy, I think it would be imprudent to withdraw them. At least two such vessels, in my judgment, should be kept in the upper James. They stand a constant threat to the enemy, and prevent him taking the offensive. There is no disguising the fact, that if the enemy, should take the offensive on the water—although we probably would destroy his whole James river navy—such damage would be done our shipping and stores, all accumulated on the water near where the conflict would begin that our victory would be dearly bought.

I have the honor to be, very respectfully, yours,

U. S. GRANT,

Lieutenant General.

Admiral S. P. LEE.

SOUNDS OF NORTH CAROLINA.

EXPEDITION TO WINDSOR, NORTH CAROLINA.

FLAG-SHIP MINNESOTA,

Off Newport News, Va., February 29, 1864.

SIR: Lieutenant Commander Flusser, under date of 20th instant, reports as follows:

* * * * *

I enclose you an extract from the Raleigh Weekly Standard of the 10th instant. The report is false from beginning to conclusion. I planned the affair, and we would have captured the entire party had we been ten (10) minutes earlier. I had forty (40) sailors and one twelve-pound howitzer, and there were about three hundred and fifty (350) infantry. We marched about sixteen (16) miles. There was no fight and nothing worth reporting. The rebels ran. I fired three (3) or four (4) times at them at long range.

We held the town of Windsor several hours, and marched back eight (8) miles to our boats without a single shot from the enemy.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, U. S. Flag-Ship Minnesota,

Hampton Roads, Va.

I enclose the extract referred to:

WAR NEWS.—Colonel Griffin, commanding confederate forces, telegraphed to the war department from Jackson, on the 31st January, as follows:

"Yesterday morning engaged the enemy with a force of two hundred men and a mounted rifle piece. After a fight of two hours, in which we engaged twelve hundred of the enemy and three pieces of artillery, the Yankees were driven from Windsor, North Carolina, to their boats. We lost six men. The loss of the enemy is not known."

I have the honor to be, sir, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

EXPEDITION UP THE CHOWAN RIVER TO RESCUE ARMY GUNBOAT BOMBHELL.

*Report of Acting Rear-Admiral S. P. Lee.*UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., March 18, 1864.

SIR: I enclose an interesting report from Lieutenant Commander C. W. Flusser, dated March 8, (1) respecting an expedition of our gunboats up the Chowan to rescue the army gunboat Bombshell, and reporting the considerable amount of ammunition expended in doing so, and the misconduct of the person in charge of the Bombshell. I enclose also the accompanying reports of Acting Volunteer Lieutenant C. A. French, commanding Southfield, (2,) and Acting Ensign G. W. Barrett, commanding Whitehead, (3.)

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington City, D. C.**Report of Lieutenant Commander C. W. Flusser.*UNITED STATES STEAMER MIAMI,
Off Plymouth, N. C., March 8, 1864.

SIR: On the morning of the 1st instant I received a note from General Wessels, a copy of which I enclose. Half an hour after its reception I was under way in the Southfield, with the Whitehead in company, bound up the Chowan river.

In the mouth of the Chowan I met the steamer Massasoit, and was informed that the Bombshell was above Pettishore, and cut off by artillery and infantry stationed at that point.

The Massasoit had been prevented from running into the trap by receiving warning, when a mile below the battery, from one of the Bombshell's men, sent through the swamp to give notice of her situation.

I had received information some weeks previously from the man whom the rebels forced to show them the place—an old steamboat captain on the Chowan, and lately a master in the rebel navy—that ten torpedoes had been placed in the channel (which is there little more than one hundred yards wide) at Pettishore, so I dared not attempt, with boats of such great draught—the Whitehead was drawing $7\frac{1}{2}$ feet, the Southfield $9\frac{1}{2}$ —to run by.

Just before dark we came near the supposed position of the battery. I went on board the Whitehead, moved up slowly, and the wind being across the river, was about to anchor, so that the rifled 100-pounder might be brought to bear up stream, when the rebels opened fire on us with a field-piece, about six hundred yards off. The anchor was kept fast, the port guns brought to bear, and the fire of the enemy returned briskly. In a few minutes it became too dark to fire with any accuracy or to manœuvre the boat without danger of grounding, so we dropped back a mile and anchored between swamps for the night.

I intended sending a small boat up that night with an order to the Bombshell to run down next morning, but the enemy had possession of both sides of the narrow river, with fires on both banks, which so lit up the stream that no boat could pass unseen. At two o'clock next morning I sent two soldiers on shore to make their way through the swamp to the Bombshell, carrying

a letter to her captain, saying that if he would come down during the day I would silence the battery. He was to fire a gun when he was ready. At 11 a. m. the soldiers returned, saying the enemy were on all the paths through the swamp, and that they had been unable to reach the Bombshell. They further reported a large force on the north bank of the river—ten thousand men, with artillery; that more artillery had been sent for, and that on the Sunday preceding (this was Wednesday) an order had been sent to Murfreesboro' for a 32-pounder. As soon as the soldiers returned, we moved up and opened fire on the place from which we had received a fire the evening before. Shortly after we opened the Bombshell commenced firing, and from the sound of her guns I knew she was approaching. Receiving no return from the field-piece, we fired at the supposed position of the battery about one mile above us. The battery was so posted in the bend as to command the approach from above, while it could not bring a gun to bear down stream, consequently we had an enfilading fire on it. At three o'clock in the afternoon I dropped down the Southfield to give the men dinner, leaving the Whitehead to fire slowly with her rifled gun. The Bombshell had then been for an hour within sound of our steam-whistle, and I had repeatedly signalled her, by three long blasts, to come down. She answered the signal, but did not obey. The position of the battery was hidden from us at all times by an intervening point, over which we fired, while the Bombshell had it in plain view, so, although there was no response from it, as she kept firing, I supposed the rebels were still there and reserving their fire until she should pass immediately under their guns.

I learned from the Massasoit, when I met her at the mouth of the Chowan, that the Bombshell had been firing, at nine o'clock the previous evening so I feared she might have been carried by boarders. I therefore sent a note to General Wessels, saying that if he would send me a hundred soldiers in her, putting up some hay or bales of cotton to protect them from musketry, I would take charge of her, run the battery, and retake the Bombshell.

The Massasoit came up with ninety men, but with orders not to go under the guns of the battery; so if I had needed her, she would have been useless.

There was another bluff three miles below, which I thought the rebels might fortify and make it very difficult to pass. I determined, therefore, to fire briskly for half an hour after dinner, and if the Bombshell had not appeared at the expiration of that time, to convoy the Massasoit below the lower bluff with the Southfield, leaving the Whitehead to bring off such of the crew of the Bombshell as could reach her, provided the captain should determine to destroy her and take to the swamp. He had expressed an intention to do so, rather than run the battery.

As we got under way, after dinner, the Whitehead signalled a boat coming. The captain of the Bombshell, afraid to run the battery in the steamer, had risked four men, in an open boat, in broad daylight, where they must surely have been captured, if an enemy was there. He sent me word that he had a large number of people on board, in addition to his crew; that he was out of provisions and short of coal, and that he feared to come down, as he thought the enemy had masked batteries. I sent the boat immediately back with a message that the enemy had gone, or his boat would have been intercepted, but that if there were any batteries I would silence them; and, finally, if he were not down in an hour I would leave him. Shortly afterwards he rounded the point and came down unmolested. We then moved down together, firing briskly from the Southfield at the lower bluff till we ascertained there was nothing there.

I have been thus lengthy, in this report, as I desire you to understand the reason of the expenditure of so much ammunition, about which I feel somewhat mortified.

The enemy, no doubt, moved off at daylight of the 2d instant. All the

ammunition of the second day was wasted through the cowardice of the captain of the Bombshell. His boat was scarcely worth it.

I mentioned the report of the presence of a large rebel force on the north bank of the Chowan. To-day I learn from Edenton that Rickett's division is over there after provisions. Rumor says there are ten to fifteen thousand men—no doubt a great exaggeration.

If it is necessary to have those army gunboats, (and I have thought from the meagre shipments of seamen, and the large number of seafaring men enlisting in the army, it would be well to give the military control of the inner waters to them, and to put us on the deep,) they should at least be commanded by people holding commissions from the government of the United States, and not by irresponsible persons appointed by quartermasters.

I enclose reports of Captains French and Barrett, with a sketch by A. M. Newman, of the Southfield's 100-pounder, which burst, I regret to say, at the first fire, on the evening of the 1st instant.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads, Va.

P. S.—I have just learned that the enemy had, at Pettishore, five hundred men and four pieces of artillery; that they left shortly after we opened fire on the morning of the 2d instant, stating, as a reason for moving, that our guns were of such long range that we could reach them while lying beyond their range. They were at Pettishore to cover the transportation of provisions across the river from the northern bank.

We have a rumor here of a great Union victory at Suffolk.

The draught of the Bombshell was $3\frac{1}{2}$ feet, and of the Massasoit $5\frac{1}{2}$, so they might have passed over obstructions on which our boats would strike.

C. W. F.

Respectfully submitted to the admiral:

I have thought for some time of calling your attention to the subject of army gunboats in the sounds, commanded by irresponsible persons.

H. K. DAVENPORT,

Comm'r U. S. N., and Sen'r Naval Officer in the sounds of N. Carolina.

Despatch from Brigadier General Wessells to Lieut. Commander Flusser.

PLYMOUTH, March 1, 1864.

CAPTAIN: The Bombshell, and perhaps the Massasoit, are said to be cut off at Pettishore. I would suggest that you send one or two of your boats to relieve them, if possible.

In haste, yours,

H. W. WESSELLS,

Brigadier General Commanding.

Captain FLUSSER,

Commanding Naval Forces.

Report of Acting Volunteer Lieutenant Chas. A. French.

UNITED STATES STEAMER SOUTHFIELD,
Off Plymouth, March 5, 1864.

SIR: In obedience to your order, this vessel left her anchorage here at 11.50 a. m. on the 1st instant, with yourself on board, and the Whitehead in company, to endeavor to rescue the army gunboat Bombshell, cut off by rebel batteries on the Chowan river, where they were said to have six pieces light artillery, and about three hundred men. When about forty miles up the Chowan, it being about sunset, we opened fire on the point at which we supposed their batteries were placed, and succeeded in drawing the enemy's fire, which was kept up quite brisk until dark; most of their shots being directed to the Whitehead, she being in the advance with yourself then on board of her; we then by your order dropped below the banks and anchored for the night. The Bombshell commenced firing above the battery soon after we opened, but made no attempt to run by and join us. I regret to inform you that during the engagement, and on the first fire of the 100-pounder Parrott rifle No. 1, it burst, breaking the carriage and throwing a large piece of metal clear of the ship, into the river alongside. The burst extends from about two inches under the band to two feet forward of centre of trunnion, taking more than half the bore for a part of the way, and carrying with it one-half port trunnion. In order to give a more accurate idea, I have had a drawing made with top and side view, which you will find enclosed. I am happy to say no one was injured by the explosion.

On the next morning, March 2, we again opened on the point from which they fired the preceding day, but got no response. The Bombshell, however, commenced firing again, and answered our steam whistle, but made no attempt to join us until late in the day, when she came down unmolested, the enemy having evacuated; and by your order we returned to our station off Plymouth.

I beg to call your attention to the importance of having this gun immediately replaced with another, as we already have one nine-inch gun on this end of the vessel disabled more than a year ago, (a report of which has been forwarded,) leaving us now with only one perfect gun (nine-inch) in battery forward, rendering our ram almost useless in an engagement with a vessel, as we should be obliged to run her the other end forward, in order to use the three nine-inch guns that are in battery there.

Permit me also to suggest that the gun, when replaced, be fitted to work on centre pivot.

I am, sir, very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Lieut. Com. CHARLES W. FLUSSER,

Senior Officer, Albermarle Sound.

Report of Acting Ensign G. W. Barrett.

UNITED STATES STEAMER WHITEHEAD,
Off Plymouth, N. C., March 4, 1864.

SIR: I have the honor to report that, in compliance with your order, I started from this place at 11.30 a. m. of the 1st instant, and proceeded in company with the United States steamer Southfield up the Chowan river, for the purpose of dislodging the enemy, who had cut off the retreat of the army steamer Bombshell by planting artillery on the bluffs at Pettishore. Nothing

of importance transpired until we arrived in the vicinity of the bluff, where we supposed the enemy to be posted. I proceeded cautiously up the river in advance to reconnoitre and ascertain, if possible, the enemy's position. At 6 p. m. the enemy opened fire on us with two field-pieces, at the distance of six hundred yards, their guns being masked behind the dense foliage on the slope and crest of the river bank. We promptly returned the fire with shell and shrapnell from our 100-pounder rifle and 24-pounder howitzers, silencing the enemy's guns in about fifteen minutes. As it was now getting quite dark, we dropped down the river about a mile and came to anchor near the steamer Southfield for the night, concealing lights and using every precaution to guard against surprise. At 11 a. m. of the 3d I weighed anchor and proceeded up the river, in obedience to your orders, in company with the United States steamer Southfield. At 12 o'clock opened fire with 100-pounder rifle, shelling the woods and bluffs, but the enemy did not reply. At 4 p. m. the army steamer Bombshell steamed down the river past the bluffs unmolested, and reported that the enemy had left. I started for this place at 5 p. m., and arrived here at 10 p. m. of the same day.

It gives me pleasure to state that the officers and crew under my command performed their duties in a cool and efficient manner. I have no casualties to report, with one exception—that of Thomas H. Johnston, who had his arm severely injured by the recoil of rifle gun, of which he was second captain.

The following is a correct account of the ammunition expended on board this vessel during the engagement, viz.: forty-two (42) 100-pounder rifle shell, percussion; two (2) 15-inch shell, 100-pounder rifle; thirty-three (33) shrapnell for 24-pounder howitzer, fixed ammunition; four hundred and twenty (420) pounds common powder, 10-pound charge.

Very respectfully, your obedient servant,

G. W. BARRETT,

Acting Ensign, Commanding.

Lieut. Com. C. W. FLUSSER,

Senior Naval Officer, Albemarle Sound.

EXPEDITION TO CAPTURE SLOOPS NEAR SWANSBORO', N. C., &c.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP N. A. B. SQUADRON,
Off Newport News, Va., April 2, 1864.

SIR: I transmit enclosed a report (with its enclosure) dated 29th ultimo, from Commander B. M. Dove, of the failure of an expedition arranged by Colonel Jourdan, of the army commanding at Beaufort, and himself, with the reasons of this failure.

The object of this expedition was the capture or destruction of two (2) schooners near Swansboro', and the capture of the force and supposed battery on the south end of Bogue island. The force employed consisted of about two hundred (200) soldiers and forty-five (45) sailors. They were embarked on the Britannia on the 24th ultimo, and two flats, a launch, (with a howitzer,) and two (2) small boats were taken in tow to land them. They arrived off Bogue inlet about 11 p. m., by which time the weather, which was fair at the time of starting, had changed. A strong SE. wind came up, with heavy swells. But two boats got inside; others grounded in the attempt, and got off and returned to the Britannia with difficulty. The two (2) that had succeeded, being unsupported, also returned. In the second attempt, one of the launches got into Bear inlet and proceeded up Bear creek; the party succeeded in burning a

schooner, and brought off about twenty (20) contrabands. They were not able to return to the *Britannia*, owing to the high wind and sea, and she was obliged to seek an offing. At daylight on the morning of the 26th she stood in toward the bar and fired guns to attract attention, but saw nothing of the flat, and returned to Beaufort about noon. The losses were one flat, two launches, and two small boats stove; a negro, who refused to leave the launch when ordered, was drowned. The howitzer was saved, but all the ammunition lost.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander B. M. Dove.

UNITED STATES NAVAL STATION,
Beaufort, North Carolina, March 27, 1864.

SIR: A well planned expedition, by Colonel Jourdan and myself, was frustrated by circumstances beyond our control.

The colonel's scouts reported two schooners near Swansboro'—one cotton loaded, the other from Bermuda. It was gotten up, therefore, for the capture or destruction of these, as also to capture the force and supposed battery on the south end of Bogue island.

The colonel, with his staff and about two hundred soldiers, also parties of fifteen sailors each from the *Cambridge*, *Keystone State*, and *Florida*, embarked on board the *Britannia* on the afternoon of the 24th instant. She took in tow for landing them two schooner-rigged flats, a launch with howitzer, and two small boats, and sailed about sunset; fine weather and bright prospects.

They arrived off Bogue inlet about 11 p. m., and disembarked the troops, the sailors managing the flats and launches. By this time the weather became overcast, wind raised from the southeast, and a heavy swell came on. Several of the boats grounded, not being able to find the channel. Gunner Hines, with his boat and another, got inside; but the others not being able to follow, he returned after landing. With much difficulty the boats were gotten off again, and the men safely on board the *Britannia*. The wind and sea became tremendous, and nothing else could be done except to give attention to the vessel.

In a second attempt one of the schooners, with Lieutenant King, of the army, with forty soldiers and twenty sailors, went into Bear inlet, and up Bear creek, where they burned one schooner, and brought off some twenty or more contrabands.

Not being able to return to the *Britannia*, she stood up Bogue sound, and arrived safely at Morehead city at 4 a. m. of the 26th.

The howitzer and carriage were gotten out of the launch, but the sea was too heavy for them, and they broke adrift and were driven high up on the beach, badly stove.

After weathering the gale, the *Britannia* returned about noon of the 26th. One flat, the launch, and the two boats were lost. One contraband was drowned in consequence of his not obeying orders to leave the flat. The ammunition of the howitzer was also lost.

Enclosed is Lieutenant Commanding Huse's report.

Very respectfully, your obedient servant,

BENJ. M. DOVE, *Commander.*

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Virginia.

Report of Acting Volunteer Lieutenant Samuel Huse.

UNITED STATES STEAMER BRITANNIA,
Beaufort, North Carolina, March 28, 1864.

SIR: In obedience to your orders, having received on board Colonel Jourdan, with a detachment of 200 of the 158th regiment New York State volunteers, also parties of twelve men from the United States steamer Cambridge, Keystone State and Florida, I started at 5 p. m., 24th instant, for Bogue inlet, having in tow two lighters, one launch, and one small boat. At 7 p. m. towed the outer buoy, weather fine, with light easterly wind. At 10.30 came to off Bogue inlet and commenced embarking troops and sailors. At 11.20 p. m. last boat left the ship, all the sailors in the boats being under the command of Acting Master Joseph S. Cony.

At 2 a. m. 25th a boat returned, reporting the launch and some other boats unable to cross, and aground among the breakers. At daylight all the boats returned to the ship, only three having succeeded in getting inside; weather looking threatening, and easterly swell making fast. At 7 a. m. one lighter, with a party of soldiers under Captain Cuff, and six sailors under Acting Ensign M. E. Wandell, crossed the bar and made an attempt to reach a schooner said to be loaded with cotton, lying about six miles from Swansboro'. At the same time another lighter, with a party of soldiers under Lieutenant King, and a party of sailors under Acting Ensign Small, of the Cambridge, left the ship on an expedition up Bear inlet.

At 10.20 the lighter in charge of Acting Ensign Wandell returned to the ship, having been fired upon by the enemy from the banks of the river near Swansboro, and being unable to effect a landing without considerable loss.

At 11 a. m. the lighter was sent, in charge of Acting Ensign Lovell, with a party of sailors and soldiers to support the other lighter.

Wind and sea rising fast, at 1.30 the lighter in charge of Acting Ensign Lovell returned to the ship; sea running high, with fresh gale from southeast. Took the men from the lighter in a small boat with line; got all on board safely except one negro, who refused to leave and remained to steer. Wind and sea still increasing, we stood out for an offing. Hauled launch alongside and succeeded in getting the 12-pound rifle howitzer out; was obliged to cut her adrift soon after, her tow-line becoming foul of our rudder. Run a line with buoy attached to try and save the negro, but he did not avail himself of it. The lighter now broke adrift, the foremast to which the hawser was made fast being carried away; he was drowned while attempting to come on board on the hawser which still remained fast to the wreck. The other lighter at this time (3 p. m.) lying at anchor inside the bar, unable to cross on account of the surf.

At 4.30 we came to with both anchors, sixty fathoms chain. Blowing a heavy gale from SE. and SSE., with very high sea.

26th, at daylight, wind having moderated, stood on for the bar to find the other lighter. Fired two guns to attract attention.

Laid to until 9 a. m., and seeing nothing of her, got under way for this harbor, where we arrived at 12 m.

Very respectfully, your obedient servant,

SAMUEL HUSE,

Acting Volunteer Lieutenant, Commanding.

Commander B. M. DOVE,

Commanding North Station, Beaufort, North Carolina.

THREATENED ATTACK ON PLYMOUTH, NORTH CAROLINA.

FLAG-SHIP, N. A. B. SQUADRON,
Off Newport News, Virginia, April 19, 1864.

SIR: Lieutenant Commander Flusser, United States steamer Miami, reports, under date of April 17, that the enemy are around Plymouth, and that the gunboats had been fired on twice on that day. One man was killed and several wounded on the Ceres. He expected an attack about daylight on the following morning (yesterday,) but feels confident of success, and says he does not need re-enforcements.

The enemy are supposed to be about ten thousand (10,000) strong.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

ATTACK UPON PLYMOUTH, NORTH CAROLINA.—DEATH OF LIEUTENANT COMMANDER FLUSSER.

FLAG-SHIP, N. A. B. SQUADRON,
Off Newport News, Virginia, April 23, 1864.

SIR: I herewith communicate to the department Lieutenant Commander Flusser's despatch of the 18th instant, received this evening. It is probably the last despatch penned by him, as it was written at half past nine (9½) o'clock on the evening of the 18th, and at half past three (3½) o'clock the next morning he was killed on the deck of the Miami, before Plymouth, in a night action with a ram. This brave officer was a native of Maryland, and a citizen of Kentucky. His patriotic and distinguished services had won for him the respect and esteem of the navy and the country. He was generous, good, and gallant, and his untimely death is a real and great loss to the public service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES STEAMER MIAMI,
Plymouth, N. C., April 18, 1864.

SIR: We have been fighting here all day. About sunset the enemy made a general advance along our whole line. They have been repulsed. There is no firing now, 9.35 p. m. I am fearful our upper fort may be gone, but do not know anything certain about it. The 80th redoubt repulsed three severe assaults, but the enemy still occupy a position near it. The ram will be down to-night or to-morrow. I fear for the protection of the town. I shall have to abandon my plan of fighting the ram, lashed to the Southfield. The army ought to be re-enforced at once. I think I have force enough to whip the ram, but not sufficient to assist in holding the town as I should like. I to-day gave to Fort Gray one hundred (100) projectiles for Parrott 100-pounder rifle. If the enemy should make frequent assaults, I shall need a large supply of powder and projectiles for 100-pounder Parrott, 9-inch Dahlgren, two 64-pounder howitzers, and for the Ceres for 20-pounder Parrott rifle. If we whip the ram, the land force may retire.

I have not heard of any casualties. In the action of yesterday the Ceres had two men killed and seven wounded; of the latter, four were officers, fortunately but one of them seriously hurt. Reports of killed and wounded will be forwarded at once, so soon as time is had to make them out. At present we are very busy, and the mail boat leaves in a few minutes.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron,

U. S. Flag-Ship Minnesota, off Newport News, Virginia.

ATTACK OF THE REBEL RAM ALBEMARLE.

Report of Acting Rear-Admiral Lee.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, April 21, 1864.

SIR: I enclose copies of despatches just received from Colonel Shaffer chief of staff to General Butler, as follows: (1.) Lieutenant Colonel W. W. Clark, commanding post at Roanoke island, to Captain J. A. Judson, assistant adjutant general, April 19. (2.) From Major General Peck to Major General Butler, April 20 m. (3.) Same to same, 12.30 p. m. (4.) From Commander Davenport to myself, April 20, 12 m.

The draught of the ram is not known, and it may not be able to pass Croatan sound.

The Tacony, Lieutenant Commander Truxton, a good officer, was on her way to Plymouth from Newbern by last previous accounts from Commander Davenport.

The Miami has more metal than any gunboat that can be sent from here of suitable draught to enter the sounds. An iron-clad or torpedo-boats are required to destroy the ram.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Lieutenant Clark to Captain Judson.

HEADQUARTERS, ROANOKE ISLAND,

April 19, 1864.

SIR: The Ceres gunboat is just in with the dead body of Captain Flusser, of the Miami. The ram made its appearance at 3 this a. m., and has sunk the Southfield and disabled the Miami, and has full possession of the river.

The troops are hard pushed from the point. Help is needed at once, or our loss will be great.

The Ceres is on her way to Newbern. The ram is formidable, and many boats may be required to reduce her.

In great haste, your most obedient servant,

W. W. CLARK,

Lieutenant Commanding Post.

P. S.—The ram is below Plymouth.

Captain J. A. JUDSON, A. A. G.

Letter from Major General Peck to Major General Butler.

HEADQUARTERS OF ARMY OF DISTRICT OF NORTH CAROLINA,
Newbern, North Carolina, April 20, 1864—12 m.

GENERAL: I have the honor to enclose herewith a copy of a despatch just received. I have just sent the steamer General Berry with Captain White, 99th New York, bearing duplicate of this to you, and also a communication from Commander Davenport, United States navy, to Rear-Admiral Lee, conveying similar information. I send this also for the reason that the Berry may not get through the canal, or even by Roanoke island.

The enemy have appeared in force in front of Plymouth, and attacked the place. The ram has sunk the Southfield, disabled the Miami, and has passed below Plymouth. The sound is probably by this time in possession of the enemy, and Roanoke island will undoubtedly soon be attacked, if it has not been already. Washington is also threatened. Firing has been heard in that direction all night and this morning. Unless we are immediately and strongly re-enforced both by land and water, all of eastern North Carolina is lost to us. Immediate action is imperatively necessary. Captain Flusser, of the Miami, is killed.

Very respectfully, your obedient servant,

JOHN J. PECK,
Major General Commanding.

Major General B. F. BUTLER,
Comm'dg Department of Virginia and North Carolina, Fort Monroe.

Additional letter from Major General Peck to Major General Butler.

HEADQUARTERS ARMY AND DISTRICT OF NORTH CAROLINA,
Newbern, North Carolina, April 20, 1864.

GENERAL: I have this morning received this very bad news from Plymouth, and enclose a copy of the despatch for your information.

There is no doubt but that Plymouth is *lost* by this time, and the ram will probably come down to Roanoke island, Washington and Newbern. Unless we are *immediately* and *heavily re-enforced*, both by the army and navy, North Carolina is inevitably lost.

The ram is *heavy* and *very formidable*, and none of the gunboats here can stand against its power. The Southfield is sunk, and the rest disabled.

Very respectfully, your obedient servant,

JOHN J. PECK,
Major General.

Major General BUTLER,
Commanding, &c.

Report of Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Newbern, North Carolina, April 20, 1864—12 m.

ADMIRAL: I have just received intelligence from Plymouth that the Southfield has been sunk at that place by the ram, the Miami disabled, and Lieutenant Commander Flusser killed. The ram is below Plymouth, and has possession of

the river. Should she come down by the sounds you can readily appreciate the damage she can do to our cause. I write this at Major General Peck's headquarters, therefore not numbered. The news comes from the colonel commanding the post at Roanoke island. His despatch was dated yesterday. The affair occurred at 3 o'clock a. m. of the 19th instant.

Firing has been heard all night and this morning in the direction of Washington, North Carolina, and we have every reason to believe that place is attacked also.

Major General Peck informs me that doubtless we will be attacked in a short time. Hence you will see the necessity of both the army and navy being strongly and immediately re-enforced.

I intended to have sent the Lockwood to Plymouth this a. m. with ammunition, but at the request of General Peck I detained her until further intelligence from Plymouth.

I have the honor to be, your obedient servant,

H. K. DAVENPORT,

*Commander United States Navy,
and Senior Officer in Sounds of North Carolina.*

Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Flag-Ship Minnesota.

Report of Acting Master Wm. N. Wells.

UNITED STATES STEAM GUNBOAT MIAMI,
Off the mouth of the Roanoke River, April 23, 1864.

SIR: I beg leave to submit the following report of the attack on Plymouth, North Carolina, by the rebel forces; also the engagement on the morning of the 19th of April, between the hours of three and five, with the naval fleet and the rebel iron-clad ram:

The siege commenced Sabbath afternoon, April 17, by an artillery fire upon Fort Gray. Early in the morning of April 18, between the hours of three and five, the enemy tried to carry by storm Fort Gray, but were repulsed. In the afternoon of the 18th heavy artillery opened fire upon the town and breastworks. Then the fight became general. Up to this time the gunboats Southfield and Miami were chained together in preparation to encounter the ram. They were then separated. The Southfield, moving up the river, opened fire over the town. The Miami, moving down the river, opened a cross-fire upon the enemy, who were charging upon Fort Williams. The firing being very exact, caused the enemy to fall back. After three attempts to storm the fort, at nine o'clock the firing ceased from the enemy, they having withdrawn from range. Commander Flusser despatched a messenger to General Wessells to learn the result of the day's fight. The messenger returned at 10 p. m., having delivered the message, and bearing one from General Wessells to Commander Flusser, stating that the fire from the naval vessels was very satisfactory and effective—so much so that the advancing columns of the enemy broke and retreated; also desired that the Miami might be kept below the town to prevent a flank movement by the enemy. At 10.30 p. m., steamer Southfield came down and anchored near. At 12.20 a. m., April 19, the Southfield came alongside to rechain the two steamers as speedily as possible; the ram having been seen by Captain Barrett, of the Whitehead, and reported by him as coming down the river. At 3.45 a. m. the gunboat Ceres came down, passing near, giving the alarm that the ram was close upon her. I immediately hastened to acquaint Commander Flusser of the information. He immediately came on deck, and

ordered both vessels to steam ahead as far as possible and run the ram down. No sooner than given was the order obeyed. Our starboard chain was slipped and bells rung to go ahead fast. In obedience to the order, the steamers were in one minute moving up the river, the ram making for us. In less than two minutes from the time she was reported, she struck us upon our port bows near the water-line, gouging two planks nearly through for ten feet; at the same time striking the Southfield with her prow upon the starboard bows, causing the Southfield to sink rapidly. As soon as the battery could be brought to bear upon the ram, both steamers, the Southfield and Miami, commenced firing solid shot from the 100-pound Parrott rifles and 11-inch Dahlgren guns; they making no perceptible indentations in her armor. Commander Flusser fired the three first shots personally from the Miami, the third being a ten-second Dahlgren shell, 11-inch. It was directly after that fire that he was killed by pieces of shell; several of the gun's crew were wounded at the same time. Our bow hawser being stranded, the Miami swung round to starboard, giving the ram a chance to pierce us. Necessity required the engine to be reversed in motion to straighten the vessel in the river, to prevent going upon the bank of the river, and to bring the rifle gun to bear upon the ram. During the time of straightening the steamer the ram had also straightened, and was making for us. From the fatal effects of her prow upon the Southfield, and of our sustaining injury, I deemed it useless to sacrifice the Miami in the same way.

It becomes my painful duty to report to you the death of Lieutenant Commander Charles W. Flusser in the action with the rebel ram on the morning of April 19. The loss to the country of such a brave, gallant, zealous, and energetic officer is irreparable, and of him we mourn. To speak of him is but to praise him, for to the last his example was that of patriotism and of honor to the flag.

Assistant Surgeon William B. Mann's report of the killed and wounded has been previously forwarded by Acting Volunteer Lieutenant C. A. French, senior naval officer present.

I have the honor to be, very respectfully, your obedient servant,

WM. N. WELLS,

Acting Master and Executive Officer.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Additional report of Acting Rear-Admiral Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., April 22, 1864.

SIR: I send enclosed Commander Davenport's despatch (1) to me of the 19th instant—received on the 21st instant, at 4 p. m.—enclosing a copy (2) of Lieutenant Commander Flusser's cheerful letter to him of the 17th instant; also a copy (3) of my reply of the 21st to Commander Davenport.

Doctor Pursell, the late medical officer of the Southfield, arrived at 11 o'clock last night. He makes the enclosed statement (4) relative to the attack of the rebel ram on the morning of the 19th instant, when the Southfield was rammed and sunk, and the gallant Lieutenant Commander Flusser was killed whilst discharging one of the Miami's guns.

I enclose also a copy (5) of a preliminary report from Acting Volunteer Lieutenant French, late of the Southfield, now temporarily commanding the Miami.

Last night I despatched the Commodore Barney (Acting Volunteer Lieu-

enant Williams, commanding) with a battery of *five* 9-inch Dahlgrens, and *one* 100-pounder Parrott rifle, and to-day the Sassacus, Lieutenant Commander Roe arrived with *four* 9-inch Dahlgrens and *two* 100-pound Parrott rifles, to report to Commander Davenport, and to deliver to him my instructions, of which I enclose a copy (6).

The Sassacus may be delayed crossing the Swash; and there is now frequent communication from this to Newbern.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional report of Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Off Newbern, N. C., April 19, 1864—11 p. m.

ADMIRAL: I have just received a letter from Lieutenant Commander Flusser, who informs me that he has written to you direct, giving you the same intelligence.

In view of the present threatening state of affairs, and the hope that I shall be re-enforced, I respectfully request that you will send a supply of ammunition for one hundred pounder 9-inch, and twenty-pounder Parrott. I write in haste, and will send the requisition in due form as soon as I have more leisure.

I shall send orders immediately to the Tacony to return to Plymouth.

I have the honor to be, respectfully, your obedient servant,

H. K. DAVENPORT,

Commander U. S. N., Senior Naval Officer in Sounds of N. C.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Lieutenant Commander C. W. Flusser.

UNITED STATES STEAMER MIAMI,
Plymouth, N. C., April 17, 1864.

SIR: The enemy are about the town. They have fired on us to-day pretty lively. The Ceres (with her usual bad luck) had one killed and several wounded.

I expect an attack about daylight to-morrow. I feel confident of success, as far as we (the navy) are concerned.

My plan of defence prevents me giving the army what aid I should wish before the ram is whipped.

You need not be uneasy about the result. I have written the admiral as I write you.

Very respectfully, your obedient servant,

C. W. FLUSSER,

Lieutenant Commander.

Commander H. K. DAVENPORT,

Senior Naval Officer, inner waters of North Carolina,

U. S. Steamer Hetzel, Newbern, N. C.

Letter from Acting Rear-Admiral S. P. Lee to Commander H. K. Davenport.

FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 21, 1864—p. m.

SIR: I have your despatch of the 20th, stating that the rebel ram had sunk the Southfield and disabled the Miami, at Plymouth, and that the gallant Flusser is killed.

I hope you have been able to learn the exact state of things at Plymouth—the condition of the ram—whether it is injured seriously, or is fit for further service, and if its draught admits of its passing Croatan sounds.

You ask for re-enforcements. If the Miami and Southfield, heavily armed as they were, could do nothing with the ram, more wooden gunboats would not be effective. Nevertheless, I will give the Sassacus a crew and despatch her tomorrow.

If the ram is seriously disabled at Plymouth, the Sassacus and Tacony may be able to destroy her. The Perry's boiler is unfit for service, and she has to go back to Baltimore for repairs. I have informed Lieutenant Commander Roe that you will communicate with him at Hatteras inlet, informing him of the state of things, and where and how he can act to most advantage.

If the ram cannot pass Croatan sound she can do no further mischief, and the fall of the freshet in the Roanoke will leave her at our mercy. Endeavor to blow her up with torpedoes if you cannot attack her with success.

Respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
Commander H. K. DAVENPORT,
Commanding U. S. Steamer Hetzel.

P. S.—Commander Renshaw should assume command of the Miami if she is or can be put in condition to operate. When our campaign opens in Virginia the rebel pressure in North Carolina will be relieved. Understanding the situation, much is left to your judgment.

S. P. LEE,
Acting Rear-Admiral.

Instructions to Commander H. K. Davenport.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 21, 1864—p. m.

SIR: Doctor Pursell has just arrived and given me an account of the situation at Plymouth. He represents that the first and close firing at the ram was with a few shell; that the ram is thought to draw eight feet water; is slow, making only about four knots, and is supposed to be covered with two thicknesses of railroad iron, with a three-fourth inch plating over it; is armed with small guns, and kept her ports closed until the Miami withdrew uninjured, and that the Miami was at the mouth of the river.

I send the Sassacus and Commodore Barney, with twelve (12) new 9-inch breechings, one hundred (100) rounds solid 9-inch shot and fifteen-pound charges therefor, and one hundred (100) rounds of 100-pounder shot.

Let Commander Renshaw assume command of the Miami. I propose that two of our vessels should attack the ram, one on each side, at close quarters, and drive her roof in; that railroad iron will not stand the concussion of our heavy guns, and it must soon get loose from the mechanical difficulty of

fastening it. Our vessels must manœuvre to avoid being rammed, and once close alongside, there will be no danger of firing into each other. The guns should be depressed so as to strike the plating as direct as possible. Our vessels should fire only against the side of the ram's house, and if they lay their wheels just abaft her house and fire their forward guns against it, they need not strike each other. Our gunboats should approach in double line, say the double-enders first, as they are sharpest and quickest, and can best ward or glance the ram. They must be ready to work both ways, and the boats following can take position alongside the ram should the leaders shoot ahead. I think the ram must be weak, and must fail if attacked on our side. This plan may be modified or substituted as may appear necessary or judicious.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Commander H. K. DAVENPORT,

U. S. Steamer Hetzel, Newbern, N. C.

P. S.—The great point is to get and hold position on each side the ram. Have stout lines with small heaving lines thereto to throw across the end of the ram, and so secure her between two of our vessels. She will then have no use of her ram, and must yield to our batteries. Her plating will loosen and bolts fly like canister, and the concussion will knock down and demoralize her crew if they keep their ports down, as in the late attack.

S. P. LEE,

Acting Rear-Admiral.

Report of Acting Volunteer Lieutenant Charles A. French.

UNITED STATES STEAMER MIAMI,

Off mouth Roanoke River, N. C., Tuesday, April 19, 1864—6½ a. m.

ADMIRAL: The iron-clad ram on the Roanoke river made its appearance this morning at 3½ o'clock. The Miami and Southfield, which had been separated to shell the enemy from different positions, had been just refastened, and they were driven by Captain Flusser straight on to the ram. She struck the Southfield slantwise, and sunk her immediately. A few of my officers and men and myself had time to reach the Miami's decks. Captain Flusser was killed in the early part of the engagement. We fired solid shot from both vessels, which glanced upwards from her slanting sides. The Miami steamed down the river, finding an attack by us would result in nothing else than the loss of another vessel. Mr. Hackett, the paymaster of the Miami, will give you further particulars on his arrival at Hampton Roads.

I have the honor to be, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Report of Acting Assistant Surgeon P. H. Pursell.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., April 21, 1864.

SIR: At about 5.30 p. m., April 17, Fort Gray, above Plymouth, was attacked by the rebels from a battery of six field-pieces on a sand-bank some 800 or 1,000 yards up the river. Lieutenant Commander Flusser despatched the Ceres to communicate with the Whitehead, which was doing picket duty up the

river. In passing up by the rebel battery she received a shot through her port gangway, killing two and wounding seven men. Firing upon the fort ceased at about 9 o'clock, the *Ceres* returning about this time. At early dawn on Monday, 18th, the enemy charged upon Fort Gray and were repulsed. The *Bombshell*, (army gunboat,) then in command of Acting Ensign Thomas B. Stokes, steamed up the river to communicate with the fort, receiving several shot and put in a sinking condition. After communicating with the fort she returned and sank at the wharf.

Later in the day the enemy appeared in force in rear of the town, and at sunset commenced a vigorous attack upon Fort Williams and Fort Wessell, at which time the *Miami* and *Southfield*, previously chained together, were cast loose. The *Southfield* steamed up the river to protect Fort Wessell, whilst the *Miami* dropped down the river and shelled the enemy in front of Fort William. During the evening the enemy assaulted Fort Wessell and were repulsed three times, the *Southfield* throwing shell among the enemy. At about 10.30 p. m. the *Southfield* dropped down the river and reported to Lieutenant Commander Flusser, who ordered the vessels to be lashed together with hawsers, the *Southfield* being on the port side of the *Miami*. At about midnight the *Whitehead* came down the *Cachie* and came up alongside the *Miami*, reporting the ram on the way down; the *Ceres* returning about the same time, having been sent around through the *Cachie* to communicate with the *Whitehead*.

About 3 a. m. on Tuesday, 19th, the ram dropped down along the left bank of the river, under cover of the shade of the trees, with the current, and when near ran obliquely across into the starboard bow of the *Southfield*.

We had been firing shell the previous evening at the enemy on shore, and the guns of both vessels were left loaded with shell, which there was not time to draw. Lieutenant Commander Flusser fired the first shell at her, and upon its bursting some fragments, either from this or from the *Southfield*'s shells, rebounded and caused the death of Lieutenant Commander Flusser, also wounding the officers and men below mentioned, the fragments piercing his face, chest, and skull. Upon the approach of the ram the *Southfield* also fired at her. The prow of the ram running into the *Southfield* caused her to fill with water, and she sank inside of fifteen minutes.

The forward lashings were parted by the pressure of the ram between our vessels, and the after ones were then cut, and as many as could get on board of the *Miami* did so, when the *Miami* retired, and was followed a short distance by the ram, which was considered slow, making about 4 knots per hour; the *Miami*, however, throwing solid shot at her as she retired. Some of the men of the *Southfield* took the small boat, and were picked up by the *Whitehead* and *Ceres*.

The gunboats *Miami*, *Whitehead*, and *Ceres* returned to the mouth of the river, and came to anchor.

The *Ceres* was despatched to Newbern immediately with the body of Lieutenant Commander Flusser. The officers missing from the *Southfield* were Acting Master Wm. B. Newman, Acting Ensign Thomas B. Stokes, Acting Second Assistant Engineer William F. Goff, Acting Third Assistant Engineer John A. Streeby, Acting Master's Mate George W. Pratt, and Paymaster's Clerk George W. Brown. Some of the officers and men of the *Southfield* may have been captured, but most of them must have escaped; few or none were probably lost. Acting Ensign Thomas G. Hargous and Acting Third Assistant Engineer Harrington, and some six or eight men, were wounded, none mortally, of the *Miami*.

The *Miami* was uninjured. The ram is thought not to have used her guns whilst under our bows, nor could our guns then bear on her. The shell fired at her was when she approached, and her firing, which seemed to be from small

guns, was while the Miami retreated, when she was struck by a glancing shot from the ram.

Very respectfully, &c.,

P. H. PURSELL,

Acting Assistant Surgeon U. S. N., late of Southfield.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Additional report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,

Off Newport News, Va., April 24, 1864.

SIR: I transmit enclosed a report, (1,) dated the 19th instant, from Acting Volunteer Lieutenant French,* temporarily in command of the Miami, of the attack on Plymouth on that day, and a letter from Commander Davenport, (2,) dated the 20th instant, enclosing copy of a letter to him from Acting Assistant Paymaster Hackett, of the Miami.

I also enclose a copy (3) of my instructions to Captain Smith, of the 23d instant. He sailed last night with the Mattabesett and Wyalusing, the latter having been taken out of quarantine and provided with a crew.

I also despatched the Dawn, towing the ordnance schooner Carstairs, with ammunition, to Hatteras inlet.

The Sassacus and Commodore Barney left on the 22d instant.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Commander Davenport, transmitting report of Acting Assistant Paymaster Hackett.

UNITED STATES STEAMER HETZEL,

Off Newbern, North Carolina, April 20, 1864.

ADMIRAL: I enclose herewith a copy of a letter from Acting Assistant Paymaster F. W. Hackett, of the United States steamer Miami, giving an account of the late affair at Plymouth.

As soon as Captain French's report reaches me, I will forward it.

I have the honor to be, respectfully, your obedient servant,

H. K. DAVENPORT,

Com'dr U. S. N. and Senior Naval Officer in sounds of N. Carolina.

Acting Rear-Admiral S. P. LEE,

Com'g N. A. B. Squadron, U. S. Flag-Ship Minnesota.

Report of Acting Assistant Paymaster F. W. Hackett.

UNITED STATES STEAMER MIAMI,

Off mouth Roanoke River, Tuesday, April 19, 1864—6 a. m.

SIR: Last night, from about 6½ to 8, the Miami and Southfield were engaged in shelling the enemy. On the news that the ram was below the blockade at

* Published in connexion with a previous despatch.

Hymen's ferry, the Southfield was brought alongside the Miami, and the two vessels were fastened together. At half-past 3 a. m. the Ceres came down from picket duty at the town, the Miami and Southfield being at the lower picket station, and reported the ram coming down firing. The batteries on shore did not fire. By Captain Flusser's command the two boats were driven ahead direct upon the ram. She struck the Southfield slantwise, and tore a hole clear through to the boiler. Both vessels fired solid shot at her, but it had no effect upon her slanting sides. The Southfield sank almost immediately; nothing of her stores were saved. The Miami continued firing, but it was evident that the shot had no effect. Captain Flusser was killed in the early part of the action while pulling the lock-string of one of the guns forward. His body is being got ready now to be sent away on the Ceres.

Captain French and some of his officers reached the Miami; others were taken prisoners.

After the ram had sunk the Southfield, she followed the Miami, which steamed slowly down the river. The ram fired two shells at the Miami while going down the river, but they did us no damage,

Captain French has held a consultation of officers as to what had best be done under the circumstances. The garrison at Plymouth must be captured, as things now are. The opinions of all the officers who saw the ram, and the effect of solid shot upon her, agree that another attack would result only in the sinking of the Miami.

I have written the above in haste by Captain French's orders, as he has not time to write himself at present.

Very respectfully,

FRANK W. HACKETT,
Acting Assistant Paymaster.

Commander H. K. DAVENPORT,
Senior Officer in sounds of North Carolina.

P. S.—Captain French is going up to reconnoitre in the Whitehead. He will report officially as soon as possible. The ram was accompanied by the Cotton Planter steamer.

Instructions of Acting Rear-Admiral Lee to Captain M. Smith.

FLAG-SHIP, NORTH ATLANTIC BLOCKADE SQUADRON,
Off Newport News, Va., April 23, 1864—1 p. m.

SIR: The Navy Department, by telegraph despatch of this date, directs me to send you to assume command in the sounds of North Carolina, for the purpose of attacking, at all hazards, the rebel ram there, in the best manner to insure its destruction by running it down with the double-enders, or in any other manner which my judgment or yours may suggest.

The Miami (Commander Renshaw) and the Tacony (Lieutenant Commander Truxton,) are now in the sounds. The Sassacus (Lieutenant Commander Roe) was sent there last night. You will take the Mattabesett (Commander Febiger) and the Wyalusing (Lieutenant Commander Queen) with you, and leave with all practicable despatch, availing yourself of the present high tides to enter the sounds.

I send with you two (2) officers who have served in the sounds, and whose local knowledge will be useful to you.

I enclose a copy of my instructions of the 21st instant to Commander Davenport, for your information and guidance, unless you find occasion to vary them for a more promising plan of attack.

Attacking the ram will to some extent intimidate it, and by getting alongside of it, or near contact, and on side, holding position, and by firing at the centre of its ports, whether open or shut, and on its roof, you will disable and capture it. Your guns should have double breeching, and be loaded with heavy charges, (say from fifteen (15) to eighteen (18) pounds of powder for the nine-inch guns) and solid shot, and they should be so depressed as to fire as near a perpendicular line to the slope of the roof as practicable.

If all hands lie down when the guns are fired, they will escape the rebound of broken parts from the shot.

At the time of this attack, if some shell were thrown down the ram's smoke-stack, she might thus be disabled.

The advantage of getting alongside and on each side of her is, that you prevent her from ramming, and have a controlling fire upon her roof and ports. Her ports and stern are her weak points. Even if her ports are kept closed, as in her attack on the Miami and Southfield bows, you can, if alongside of her, fire through them and into her; and if her roof is, as described, of railroad iron, with a thin plating over it, the mechanical difficulty of securing this is such, that it will loosen and fly off under the concussion of your heavy fire, whilst the inside nuts and bolts will act like canister on her deck, and the concussion especially, if her ports are shut, will shock and demoralize her crew, giving you a complete victory. Besides, you may force her ashore, where the falling freshet in the Roanoke will leave her.

Be sure and not leave the neutral point of your wheel-houses opposite her ports. Your wheel-houses should be abaft or forward of her roof—better abaft.

The department seems to prefer ramming. This ram is reported to be of the usual Merrimac model; if so, heavy logging and a knuckle ironed over, make her sides strong. But ramming under high speed may drive it in, or you may drive her ashore, or mount her ends (especially if in the sounds, with some sea) and sink her.

I entrusted by the department with the performance of this signal service, I leave (with the expression of my views) to you the manner of executing it.

All assaults are exposed service, but this assault has, with much real risk, less than appears.

Wishing you success and promotion,

I have the honor to be, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Captain M. SMITH,

United States Iron-clad Roanoke.

Report of Acting Master H. H. Foster.

UNITED STATES STEAMER CERES,

Off Newbern, N. C., April 20, 1864.

SIR: I have the honor to report, that while on picket duty at Plymouth, North Carolina, with the Ceres under my command, on the morning of the 19th instant, at 3.30 a. m., I discovered the rebel ram coming down the river. I ran down to the Miami and informed Lieutenant Commander C. W. Flusser that she was approaching. I then returned to the Ceres and proceeded to the Whitehead, (three-quarters of a mile down the river,) and informed her also of the approach of the ram, during which time the Miami and Southfield had engaged her. I then proceeded towards the vessels engaged, and shortly observed

the Miami coming down the river. I picked up a boat from the Southfield containing Acting Master W. F. Pratt, Acting Third Assistant Engineers J. B. Ferrana and Joseph Watts, George Hendricks, seaman, R. McGra, landsman, Carter Campbell, landsman, and R. Hill, landsman. I then followed the Miami, which had passed me, until ordered to go ahead. I communicated with the Miami again at the north side of Edenton bay and received from her the body of the late Lieutenant Commander C. W. Flusser, killed during the action. I also received on board Paymaster Hackett, of the Miami, the surgeon of the Southfield, wounded, Acting Ensign Hargous, of the Southfield, wounded, Acting Third Assistant Engineer Moran, of the Miami, wounded, Captain Flusser's clerk, and six refugees. I then received orders from Acting Volunteer Lieutenant C. H. French to proceed to Newbern and report to you, which I did, stopping at Roanoke island on my way to give Surgeon Purcell, of the Southfield, an opportunity to get to Norfolk, also to land the refugees. I then started for Newbern and reported to yourself.

Very respectfully, your obedient servant

H. H. FOSTER,

Acting Master, Commanding.

H. K. DAVENPORT,

Commander U. S. N., Senior Officer, sounds of North Carolina.

Additional Report of Acting Master H. H. Foster.

UNITED STATES STEAMER CERES,
Off Newbern, North Carolina, April 20, 1864.

SIR: I have the honor to submit the following report: that while at Plymouth, North Carolina, on the 17th instant, at 5.40 p. m., I was ordered by Lieutenant Commander C. W. Flusser to proceed with the Ceres under my command to Broad creek, Roanoke river, with despatches for United States steamer Whitehead. I immediately got under way; before reaching the lower obstructions near Fort Gray I observed a battery of light guns, apparently 20-pounders, on the port hand of the river, which opened fire upon us, striking the vessel several times, destroying one of the boats and damaging the machinery, killing William Rose, 1st class fireman, mortally wounding Samuel Pascall, ship's cook, dangerously wounding John Flynn, landsman, severely wounding George A. Dean, acting 3d assistant engineer, John Peterson, seaman, John Benson, landsman, slightly wounding James B. Hopkins, acting master's mate, John A. Frank, acting 3d assistant engineer, and J. R. Sherwood, acting 3d assistant engineer. I returned their fire from the two 20-pound Parrott guns of the Ceres, and at 6 30 p. m. communicated with the Whitehead and delivered the despatches, and got under way and proceeded down the river for Plymouth at 8 35 p. m. On getting in range of the battery above Fort Gray they again opened fire with artillery and musketry, doing no material damage. I returned the fire as we passed. I arrived alongside the Miami and reported to Acting Volunteer Lieutenant C. A. French. The surgeon of the Miami and Southfield came on board and attended the wounded. On the morning of the following day, by order of Lieutenant Commander C. W. Flusser, I sent the bodies of W. Rose and S. Pascall on shore for interment, which I was unable to effect, (leaving them in the basement of the quartermaster's building at Plymouth,) as the services of the vessel were required. I also sent Mr. Dean, John Peterson, John Benson, and John Flynn to the post hospital. I was well pleased

with the conduct of the officers and crew. The following amount of ordnance was expended, viz: 14 5-inch shells for 20-pound Parrott, and 14 cylinders, of two pounds of powder each, for the same.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

H. K. DAVENPORT,
Commander U.S. N., Senior Naval Officer, sounds of North Carolina.

Report of Acting Ensign G. W. Barrett.

UNITED STATES STEAMER WHITEHEAD,
Off mouth of Roanoke River, April 21, 1864.

SIR: I have the honor to report to you the part taken by this vessel during the late attack on Plymouth by the rebels, which ended in its capture by them.

At two p. m. of the 19th instant I was ordered by Captain Flusser to proceed up the Roanoke river, and anchor a short distance below the blockade of sunken schooners, near Hyman's ferry, to guard the blockade and watch for, and give notice of, the approach of the rebel ram. The United States steamer Ceres, which we relieved, then proceeded down to Plymouth. At 5.30 p. m. a rapid fire of artillery was heard in the direction of the town, the cause of which was ascertained by the arrival of the United States steamer Ceres at 6.10, who reported having been fired on by a rebel battery of field-pieces above Fort Gray, and several of her crew killed and wounded. She brought a despatch from Captain Flusser, stating that the rebels were said to be approaching in force on the Jamesville road, and warning me to be in readiness for any emergency. The Ceres returned down the river shortly after eight o'clock.

At five a. m. of the 18th heavy firing was heard in the direction of Plymouth, which was kept up during the whole day. A boat from the steamer Ceres arrived from Plymouth with a despatch from Captain Flusser at 4.30.

At 8.10 p. m. the lights on two steamers were discovered coming round the bend of the river above us. We immediately slipped our cable, went to quarters, and dropped slowly down the river, waiting to see if the ram successfully passed the obstructions.

In compliance with my orders, I then sent up a rocket to warn our forces at Plymouth of the rebel ram's approach. A moment afterwards it was answered by a rocket from one of the rebel steamers, they evidently mistaking our signal for one from their forces near Plymouth. My retreat down the river being cut off by rebel batteries near Fort Gray, I was ordered by Captain Flusser to retreat, if closely pressed by the enemy, by way of the upper Thoroughfare. When the enemy answered my rocket I saw that they had passed the blockade of sunken vessels, and I steamed immediately for the Thoroughfare, which is a natural sluice connecting the Roanoke and Cashie rivers, and is very narrow and crooked. As I entered it the current swept me over against the bank, and the vessel grounded. A line was run to the opposite bank, and her bows swung out into the river, but her stern remained immovable. Our position at this moment was rather critical, for the rebel steamers were both close at hand, and in a few moments more they would open the entrance of the Thoroughfare, when our presence would be discovered. Fortunately at this time we started ahead, and ran for the pile blockade, which was about fifty yards further, and through which we intended to force our way. Here we stuck fast again between the piles. The engines were immediately stopped and perfect silence kept on board, and the rebel steamer passed on down the river in full view of us. The engines were then started ahead again, and we succeeded in forcing our way

through the piles, though in doing so we sustained serious damage, on account of the shoe, which kept the heel of the rudder and iron stern in place, being wrenched from its fastenings and lost. We then passed into the Cashie river, and proceeded with all possible despatch for Plymouth.

At 12.30 a. m. of the 19th I anchored off Plymouth, and reported to Captain Flusser that the ram was at War Neck. All was quiet until 3.15 a. m., when the steamer Ceres, which had been coaling alongside the wharf, came down and reported that the rebel ram was coming. A few moments afterwards the ram struck the steamer Southfield, and became wedged between her and the Miami.

My position was about fifty yards astern of the vessels engaged; but, owing to the darkness, I could not deliver my fire without endangering our own men.

The Southfield sunk in a few minutes, and the United States steamer Miami, becoming disengaged from them, dropped slowly down the river. I was then ordered to proceed down the river ahead of the Miami, keeping near her to render assistance if necessary. Arriving at Albemarle sound, we came to anchor near the mouth of Roanoke river. I have no casualties to report.

Very respectfully, your obedient servant,

G. W. BARRETT,
Acting Ensign, Commanding.

Commander H. K. DAVENPORT,
Senior Naval Officer, sounds of N. C.

Additional report of Acting Rear-Admiral S. P. Lee.

HAMPTON ROADS, VIRGINIA,
April 27, 1864.

SIR: I transmit enclosed the following reports in relation to the recent attack on Plymouth, North Carolina, and the sinking of the Southfield: (1,) informal report of Acting Volunteer Lieutenant French, commanding Southfield, (now in command of the Miami,) dated April 21; (2,) a subsequent report from the same officer and of the same date; (3 and 4,) reports of Acting Assistant Surgeon William B. Mann of the casualties on the Ceres and Miami; and (5) list of officer and men from the Southfield who have been accounted for; (6,) report of Acting Master W. N. Welles, executive officer of the Miami.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy

Additional report of Acting Volunteer Lieutenant Charles A. French.

UNITED STATES STEAMER MIAMI,
Off Roanoke River, April 21, 1864.

ADMIRAL: On the morning of the 19th I sent a despatch by the paymaster of the vessel, informing you of the death of Lieutenant Commander Flusser and of the loss of the Southfield by the rebel ram Albemarle, commanded by Lieutenant Cook, formerly of the United States navy. For the want of time I could not go into details, but requested the paymaster to give you the particulars to the best of his knowledge.

Enclosed I send you a report of the action direct, (and a copy to Commander Davenport,) presuming you were anxious to learn the state of affairs at Plymouth as speedily as possible. I shall also explain to Commander Davenport my reason for so doing. In regard to my conduct in this affair I refer you more particularly to my report. Had I not been confident that this boat would have met the fate of the Southfield had I came in contact the second time, I should never have left her; but after having had so severe a test, I became satisfied that our shot had no effect, and it was worse than useless, in my opinion, to attempt to run on her prow. She has two propellers, and can be managed very expertly, and has a great advantage over a vessel of this kind. Under those disadvantages I deemed it my duty to withdraw and save these boats, for I am fully of the opinion that nothing but an iron ram can contend with her in the river, and I trust my course will meet your approval.

I am now keeping a close watch of her movements at the mouth of the river, with the Whitehead in company, and shall remain until further orders from Commander Davenport. I have received and am receiving many escaped soldiers and refugees who have taken to the swamp, and have detained the army transport Massasoit for the purpose of conveying them to Roanoke island.

The town of Plymouth surrendered to the rebels yesterday, after a desperate but brave defence. I learn it was unconditional. Our loss very small; that of the rebels extremely heavy. These particulars I get from a reliable citizen who left town after the surrender. I went up in the Whitehead yesterday in sight of the lower fort, not then knowing the result, and received many persons who had taken to the woods. The ram then lay abreast of the town. I hope to hear from Captain Davenport to-morrow.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—Since writing the above I received intelligence from a man just from town that the ram was to go to Roanoke as soon as arrangements could be made for her to leave.

Respectfully,

C. A. F.

Additional report of Acting Volunteer Lieutenant Chas. A. French.

UNITED STATES STEAMER MIAMI,

Off Roanoke River, N. C., April 21, 1864.

SIR: I have the honor to submit the following report of the engagement off Plymouth, N. C. Previous to the action, Lieutenant Commander Flusser having received information that we were to be attacked by a rebel ram, had lashed the Miami and Southfield together, with intention of engaging her in this manner. At 4½ p. m., on the evening of the 17th instant, the attack was commenced by land forces of the enemy, driving in our pickets. At 6 p. m. the enemy planted a battery up the river and opened upon Fort Gray, when Lieutenant Commander Flusser ordered the Ceres up the river to communicate with the Whitehead, which laid at the upper obstructions. She returned at 9 p. m., having lost two men and several wounded. The enemy ceased firing at 10 p. m. At daylight on the morning of the 18th instant heavy firing commenced up the river, and was kept up until 6 p. m., when the enemy made a general assault upon the town; at 6¼ p. m. the Miami and Southfield cast loose. The Southfield took position

above and the Miami below the town, and opened a cross fire on the enemy until 10 p. m., when the enemy were repulsed. At 11 p. m. the Whitehead returned from the blockade, and reported having seen the ram pass through the obstructions. The Southfield was ordered alongside this vessel to relash at once; but before the coupling was completed, the ram made her appearance, when Lieutenant Commander Flusser ordered both vessels to go ahead fast and meet the ram. She glanced along the Miami's port bow, and striking the Southfield on her star-board bow, and her prow cut through the forward store-room and into the fire-room. Almost at the moment of contact our two vessels opened a rapid fire, both of great guns and musketry, which was maintained by the Southfield until she sunk. About three minutes from the time of contact the ram opened fire with her bow pivot gun, and kept up a continuous hail of musketry. When I found the Southfield sinking, I ordered her crew to leave in the boats; at this moment the Miami's stern swung into us, and I then ordered such men as could do so to jump on to her decks, and did so myself. On inquiring for Captain Flusser, I found he had been mortally wounded at the commencement of the action; I then assumed command, and maintained the fire at close quarters until the ram backed off for the purpose of running into the Miami; I then ordered the three steamers, Miami, Whitehead, and Ceres, to drop slowly down the river, avoiding contact with the ram, to wait till daylight. As far as we discovered, our shots fell harmlessly on the iron-clad sides of the ram. The fatal effect of her prow had been but too fully demonstrated on the ill-fated Southfield, and under these circumstances I reluctantly concluded to withdraw from the river, being fully convinced that had we closed with this vessel, it would have resulted in her loss. I am now at its mouth, watching the movements of the ram, where I shall again engage her if she attempts to come out, as I shall have sufficient room to avoid her prow.

Annexed you will find Assistant Surgeon's (Miami's) report of killed and wounded.

Seven officers and thirty-eight men from the Southfield came on board this vessel. The greater portion of those missing are believed to be prisoners. I regret to report the death of that gallant officer, Lieutenant Commander Chas. W. Flusser, who perished instantly from the effects of a fragment of a shell while cheering on and inspiring his men.

Amount of ammunition expended on the Southfield during the afternoon and night was about two hundred rounds. Trusting my conduct will meet your approbation,

I am, very respectfully, &c., your obedient servant,

CHARLES A. FRENCH,

A. V. Lieutenant Commanding, late of Southfield.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads, Va.

Casualties on board the Ceres.

UNITED STATES STEAM GUNBOAT MIAMI,
Off Plymouth, N. C., April 18, 1864.

SIR: I have the honor to submit the following list of casualties on board the United States steamer Ceres during the action of the 17th instant:

Killed.—William Rose, first-class fireman.

Wounded.—Acting Third Assistant Engineer George A. Dean, Acting Third Assistant Engineer John A. Frank, slightly; Acting Third Assistant Engineer John R. Sherwood, Acting Master's Mate James B. Hopkins, Samuel

Pascall, ship's cook, mortally; John Peterson, seaman, John Flynn, landsman right arm amputated, and John Benson, landsman, severely.

Very respectfully, your obedient servant,

WM. B. MANN,
Assistant Surgeon.

Lieut. Com. C. W. FLUSSER,

Com'dg U. S. Steamer Miami, and Senior Naval Officer present.

Casualties on the Miami.

UNITED STATES STEAM GUNBOAT MIAMI,
Off the mouth of Roanoke River, April 19, 1864.

SIR: I have the honor to submit the following list of casualties on board this vessel during the action this morning:

Killed.—Lieutenant Commander Charles W. Flusser, commanding.

Wounded.—Acting Ensign Thomas G. Hayes; Acting Third Assistant Engineer Dennis Harrington; Henry Scott, seaman; Isaac Anderson, seaman; Henry Johnson, seaman; John Ranking, seaman; Jeremiah Lyons, ordinary seaman; Joseph Eckert, private, master's clerk; Charles J. Cappas, landsman; John O'Hearn, landsman; and John Maddox, landsman.

Killed, 1; wounded, 11.

Very respectfully, your obedient servant,

WM. B. MANN,
Assistant Surgeon.

Acting Vol. Lieut. CHARLES A. FRENCH,

Senior Naval Officer present.

List of persons saved from the Southfield.

UNITED STATES STEAMER MIAMI,
Off Roanoke River, N. C., April 23, 1864.

SIR: The following officers and men, belonging to the Southfield, have been accounted for, and are now on board the Miami:

William F. Pratt, acting master; J. R. Peacock, acting ensign; J. S. Watts, acting third assistant engineer; Robert Craig, carpenter's mate; Peter McGreen, quartermaster; James McDonald, quartermaster; Thomas Lynch, ship's cook; Michael Ryan, captain of hold; Thomas Flinn, 1st class fireman; Caleb H. Perry, 2d class fireman; Michael Lumott, 2d class fireman; John Alber, 2d cabin boy; Albert Easton, 2d cabin boy; William Gaskin, 2d cabin boy; Robert H. Heild, seaman; Samuel B. Sharp, seaman; Andrew Walling, seaman; James Brown, seaman; George Russell, ordinary seaman; John Forman, ordinary seaman; James Cannon, ordinary seaman; H. M. Green, landsman; Sharper Brown, coal heaver; Dick Boster, coal-heaver; Andrew Shearer, 1st class fireman; Solomon Williams, landsman; Thomas Weaver, officer's steward; Joseph Gilmore, ordinary seaman; Samuel Harris, landsman; Lewis Archibald, 1st cabin boy; Lewis Latham, 2d cabin boy; Thomas Lynch, coal-heaver; Solam M. Kimball, landsman; Manassa White, landsman.

List of men on board the United States steamer Whitehead.

James Murphy, captain forecandle; Charles Frick, 2d class fireman; George Ellis, seaman; Charles Merrill, landsman; James E. Ward, landsman; Charles Pierce, landsman.

List of officers and men on the United States steamer Ceres.

J. B. Farrend, acting 3d assistant engineer ; George Herricks, seaman ; Carter Campbell, landsman ; Patrick McGraw, landsman ; Robert Hill, landsman ; Paymaster A. Pool, Newbern, North Carolina ; Surgeon P. H. Purcell, Newbern, North Carolina ; J. W. Jackson, surgeon's steward, Newbern, North Carolina ; John Allen, jr., acting master's mate, Tacony.

RECAPITULATION.

Officers, 7 ; petty officers and men, 42.

Mr. Allen, master's mate, was transferred to the Tacony as per order of Captain Truxtun. The officers and men to the Ceres and Whitehead I turned over temporarily, subject to your orders, as their services were much needed. The complement of this ship is also short. The officers and men saved nothing but what they stood in ; and will you please to inform me what disposition will be made of them.

I am, very respectfully, your obedient servant,

CHAS. A. FRENCH,

Acting Volunteer Lieutenant, Com'dg late Southfield.

Commander H. K. DAVENPORT,

Senior Officer, sounds of North Carolina.

Reply of the Secretary of the Navy to resolution of the House of Representatives.

NAVY DEPARTMENT,

May 9, 1864.

SIR : I have the honor to acknowledge the receipt of the resolution of the House of Representatives, passed on the 2d instant, directing the Secretary of the Navy to furnish the House "with all the information in his possession concerning the construction of the rebel ram which participated in the recent rebel attack on the United States forces and vessels at and near Plymouth ; also to inform the House why the construction of said ram was not prevented ; whether any steps were taken to prevent the same, or to guard against the action of said ram ; also what action was taken in relation to the subjects of this inquiry, and why the same was not effective."

In conformity with the requirements contained in the foregoing resolution, I transmit herewith copies of correspondence on the files of this department relative to the construction of the rebel ram referred to, and other matters connected therewith. I also subjoin a schedule of iron-clad gunboats of light draught in the process of construction, which, in anticipation of the state of things which now exists, were designed for service in the sounds and rivers of North Carolina, and the shallow interior waters elsewhere on the coast. These boats were contracted for as soon as it was possible to do so after the necessary appropriations for their construction were made by Congress, and it will be seen by the data given that most of them were to have been completed last year—some of them as early as September. Not one has yet been delivered, and it will be some weeks before one can be made available for service.

I have felt it my duty on repeated occasions to call the attention of Congress to the necessities for a yard and establishment where iron and armored vessels could be constructed for the government, but the preliminary steps for such an establishment have not yet been taken. In the mean time the department and the government are wholly dependent on contractors, who, if they have the will,

do not possess the ability, to furnish these vessels promptly. Conflicting local controversies in regard to the place which shall be selected and benefited by the proposed important national establishment for an iron navy, such as the present and future necessities of the government require, have contributed to delay action on this important subject. Having in view economy as well as the public necessities, I have at no time recommended that the number of our navy yards should be increased on the Atlantic coast, but it is my deliberate opinion that no time should be wasted in establishing at a proper place a suitable yard where iron ships can be made and repaired. We feel its necessity in the emergency which has called forth the present inquiry, and not a single contractor is able to meet his engagements, even for one of this class of small vessels. In the event of a foreign war with one or more of the principal maritime powers, our condition would be most unfortunate, with no government establishment for the construction or repair of armored vessels, such as modern science and skill are introducing.

The omission to make provision for such an establishment, on which the government can always rely, is to be regretted. Had we such an establishment at this time, I should not have been compelled to make this exhibit of a want of light-draught armored boats for such an exigency as that which now exists in the waters of North Carolina, nor is it probable that the exigency would have occurred.

Such incidental aid as the navy could render the army was cheerfully and earnestly given at Plymouth, as it has ever been given, always and at all times when its aid and co-operation could be useful. It has been less effective than it would have been, even with such boats as we have, in consequence of the unfortunate legislation of the last Congress, which, in its enrolment law, ignored the navy, subjected seamen to military draft, tendered large bounties to such as became soldiers, but allowed no bounty to those who entered the naval service, and would not even permit naval recruits to be credited on the quotas required to be drafted.

The remedial legislation of the present Congress has thus far effected comparatively few transfers. Some suggestions which I had the honor to submit to the Senate in March last, in answer to an inquiry as to what further legislation is necessary to supply any deficiencies of men for the naval service, have not, that I am aware, been reported upon, and many of our vessels, some of which would have been ordered to the sounds of North Carolina, are still without crews.

The correspondence of Acting Rear-Admiral Lee, and the naval officers, is evidence that there has been no neglect or inattention on their part at Plymouth, or elsewhere in that quarter.

I have the honor to be, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

CORRESPONDENCE ACCOMPANYING REPLY OF SECRETARY OF THE NAVY.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., April 17, 1863.

GENERAL: Permit me to renew my previous suggestions in favor of abandoning the occupation of so many points in the sounds, and the razing of the enemy's abandoned defences.

Our present policy of occupying detached posts struck me last fall, and more so now than then, as being expensive, insecure, and subjecting us to attack in detail; whereas, if we occupied one good position, the concentration of our land and naval forces would better enable us to act our part of prosecuting the war. Naval movements necessarily follow army policy in this matter, as we cannot withdraw our assistance whilst you need it in the occupation of a place.

Matters are taking the same critical turn here as in the sounds. The enemy are trying to cut off our positions in detail, and to reoccupy their abandoned works. Our policy of scattered occupation is certainly bad, and cannot too soon be abandoned.

* * * * *

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Major General J. G. FOSTER,

Com'dg Department of North Carolina, Washington, N. C.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Va., June 15, 1863.

SIR: I enclose herewith a copy of a report dated June 8, Plymouth, North Carolina, from Lieutenant Commander C. W. Flusser, commanding United States steamer Miami, respecting a rebel iron-clad battery, now said to be nearly completed on the Roanoke river, above Plymouth.

He also sends a plan of the battery, a copy of which plan is enclosed, and gives a statement of its battery and of the steamer detailed to tow it, which is also plated.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER MIAMI,

Plymouth, N. C., June 8, 1863.

SIR: I enclose you a plan of the iron-clad battery above here, on the Roanoke. The man who furnishes the plan says the battery will not be finished this year. To-day I saw a man who says that two or three days ago he saw heavy guns on the way from Weldon to the battery, and he also says that they are now plating *both*, and that they are nearly completed.

Which tells the truth I am at a loss to say, but should rather trust the latter informant.

The battery is built of pine sills fourteen (14) inches square, and is to be plated with railroad iron. The steamer intended to tow her is one hundred and thirty-four (134) feet long, and twenty-four feet beam, with two screws. The boat has six ports, two on each side, and one on either end. She carries a pivot gun forward, and another aft. Each gun works out of three ports. The battery carries two guns on each of two opposite faces, and one on each of the two remaining sides.

The boat is built on the plan of the former Merrimack. The roof (slanting) of the battery and all parts exposed are to be covered with five inches of pine, five inches of oak, and then plated with railroad iron. So say the workmen.

We are driving piles in the river, and preparing to receive them. I do not doubt we shall whip them if they venture down.

I have the honor to be, sir, very respectfully, your obedient servant,

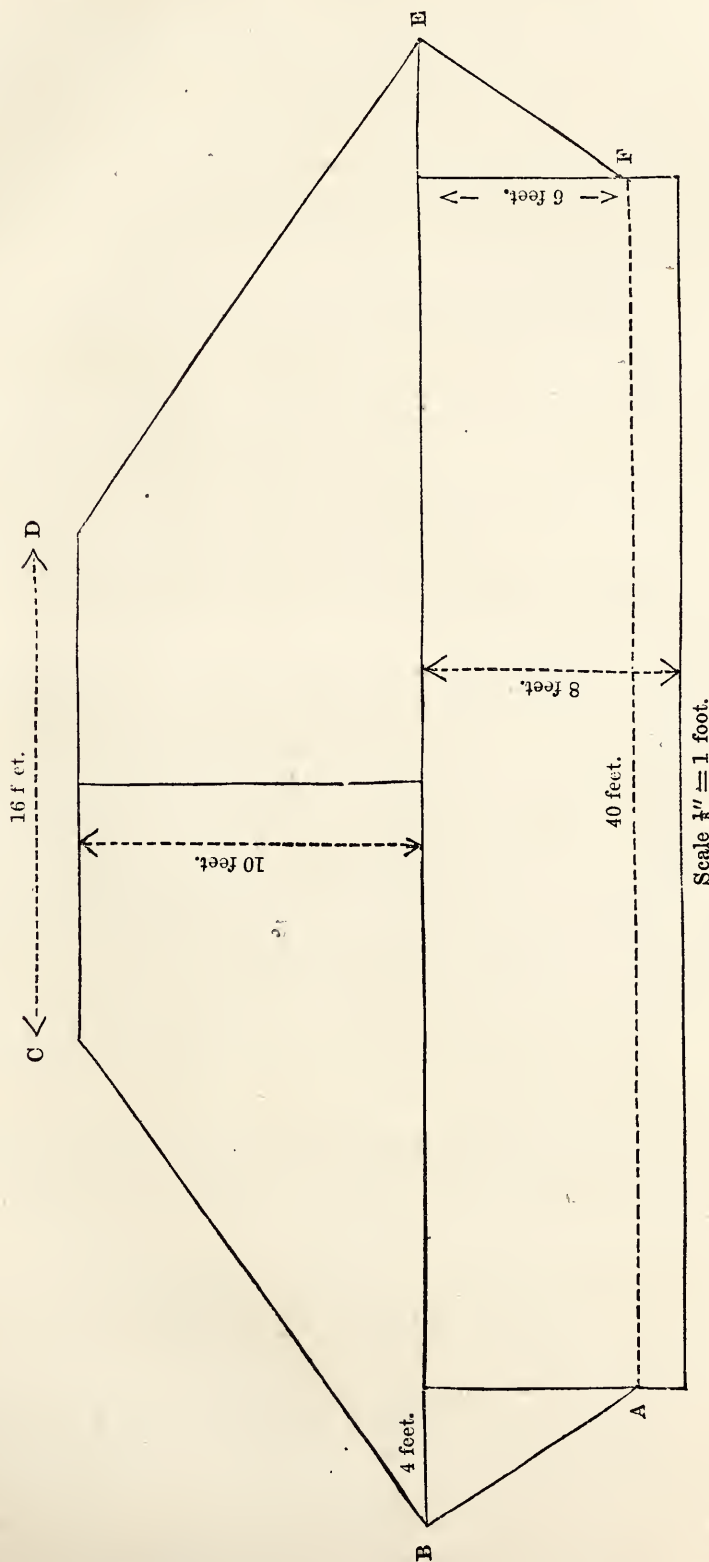
C. W. FLUSSER,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads, Va.

PLAN.



A, B, C, D, E, F, is to be plated.
Perpendicular line between C D denotes the entrance to the vessel.

UNITED STATES FLAG-STEAMER HETZEL,
Off Newbern, N. C., August 8, 1863.

SIR: I called on General Foster, when he came to Fortress Monroe as successor to General Dix, and was informed by him that he had adopted my suggestion contained in our correspondence on file in the department, to fortify the places he thought proper to hold, and that half the gunboats now in the sounds might be removed, as they were no longer necessary for the defence of the military positions at Newbern, Washington, and Plymouth.

I have just visited the places and their defences. As these towns are now strongly fortified, I propose to withdraw the Commodore Perry, Hunchback, Lockwood, Ceres, and Shawsheen, and to send them to Norfolk and Baltimore for thorough repairs, and, when repaired, to return them here, to constitute, with the Smithfield, Commodore Hull, and Whitehead, the permanent force in the sounds; then to withdraw the Delaware, Louisiana, Valley City, Hetzel, Brinker, and Miami, for repairs and for other duty. Some of these will probably be found to be worn out.

I propose, also, to keep one gunboat at a time at Newbern, Washington, and Plymouth; the others cruising and blockading, especially during the sick seasons, in the sounds as much as practicable, keeping them away from the towns, out of the rivers, in the sounds and in the salt air—a course which will promote the health, morals, and duties of the blockade, leaving a force for reliefs, and ready to concentrate at a given point when needed.

It has never been reported that the enemy are building gunboats on the Neuse. The vessel on the stocks at Tarborough, not plated, but probably designed for an iron-clad, together with two small light-draught river steamers, erroneously reported as gunboats, were recently destroyed in a military raid ordered by General Foster.

The iron-clad on the Roanoke, at Edwards's Ferry, forty miles above Rainbow Bluff, heretofore reported to the department, is considered by Lieutenant Commander Flusser as a formidable affair, though of light draught. The fortifications at Rainbow Bluff, and the low stage of the water in the river, make it impracticable for the navy to destroy her before completion, which is reported near. I have made written application to Major General Peck to send out an expedition to accomplish this desirable object, if practicable. If this is not done, we must have iron-clad defence in the sounds, though I do not see how any iron-clads we have now can be got over the Bulkhead at Hatteras, where the most water is about nine feet in the best tides.

I have the honor to be, respectfully, your obedient servant,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., September 10, 1863.

SIR: On the 22d of July last, in a confidential communication of that date, a copy of which is enclosed, I ordered Lieutenant Commander Flusser to co-operate with General Foster in a movement he was about to undertake up the Chowan river. Lieutenant Commander Flusser, in a report dated August 21, a copy of which I enclose, gives the particulars of that movement and the part taken by the naval force, and mentions therein his endeavor to have

this expedition of General Foster destroy the boats (iron-clads) building at Edwards's Ferry on the Roanoke river, which were inaccessible to our navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Confidential.]

JULY 22—at night.

SIR: General Foster has in view an expedition to come off immediately. He wishes great secrecy observed, so as not to reveal its destination. He will acquaint you with his object. I desire you to take such of the gunboats as you may think best adapted to the service, and to co-operate within the limits of your sound discretion. Report result to me without delay.

Very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Commanding N. A. B. Squadron.

Lieut. Com. C. W. FLUSSER, U. S. N.,

Plymouth, N. C.

UNITED STATES STEAMER MIAMI,

Hatteras Inlet, August 21, 1863.

SIR: In obedience to your order directing me to co-operate with General Foster in a movement up the Chowan river, I left Plymouth on the 28th ultimo, and went to Winton with the Commodore Perry, Valley City, and Whitehead. I lay there to protect the transports and infantry, while the cavalry made an unsuccessful attempt to destroy the railroad bridge at Weldon. While the cavalry were absent I ran up to Murfreesboro' on the Meherrin, and burned the bridge at that place. This would prevent the enemy, were they so minded, from throwing troops from Franklin in the rear of our force. At Murfreesboro' I found a rebel soldier, and brought him off. I should have written you sooner, but expected every day to see you at Plymouth, and was afterwards sick with fever.

I have the honor to be, very respectfully, your obedient servant,

C. W. FLUSSER,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, U. S. Flag-Ship Minnesota,

Hampton Roads, Va.

P. S.—I requested General Foster to detach a small party from the main cavalry force to destroy the boat and battery building at Edwards's Ferry, but did not succeed in impressing him with the importance of the move, and it was not done.

Respectfully forwarded August 25, 1863.

H. K. DAVENPORT,

Commander and Senior Officer, Sounds, N. C.

NAVY DEPARTMENT, *September 17, 1863.*

SIR: I have the honor to present for your consideration a subject of great importance, connected with the maintaining possession of the sounds of North Carolina.

Information received from time to time places it beyond doubt that the rebels are constructing, and have nearly completed, at Edwards's Ferry, near Weldon, on the Roanoke river, a ram and an iron-clad floating battery. It is represented that these vessels will be completed in the course of four or six weeks. It is further represented that an attack by land and water on Plymouth is contemplated.

Our force of wooden vessels in the sounds, necessarily of light draught and lightly armed, will by no means be adequate to contend against the rebel ram and battery, should they succeed in getting down the Roanoke; and in that event, our possession of the sounds would be jeopardized.

It is impracticable for our vessels to ascend the Roanoke to any great distance, in consequence of the shallowness of the water, their exposed situation from the fire of sharpshooters, and the earthworks represented to be located at different points, particularly at Rainbow Bluff.

Were our iron-clads, now completed, available for service in the sounds, they could not be sent there, as they draw too much water to cross the Bulkhead at Hatteras. Our light-draught ones will not be completed for some time to come.

In view of all these facts, I deem it proper to suggest the importance of an effort on the part of the army to surprise and destroy the rebel ram and battery referred to, or of obstructing the river by torpedoes and piles or otherwise, so as to prevent their descent. Permit me to urge some measure of this sort. This department will be happy to co-operate, so far as it may be able, in adopting such steps as may seem practicable and adequate to secure us against threatening disaster.

I am, very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

WAR DEPARTMENT,
Washington City, September 19, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, in relation to the contemplated attempt of the rebels to take possession of the sounds of North Carolina, and to inform you that a copy of the same has been referred to Major General Foster, with directions to take such action as may, in his judgment, be best suited to meet the emergency thus presented.

Very respectfully, sir, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS ARMY AND DISTRICT OF NORTH CAROLINA,
Newbern, N. C., November 13, 1863.

SIR: I recently visited Plymouth, &c., and found Captain Flusser somewhat disturbed by a report which had reached General Wessells, to the effect that Mr. Lynch had been examining the channel of the Roanoke with a view of bringing down the ram.

At frequent intervals since I assumed command in North Carolina, I have posted Major General Foster in relation to the boat at Edwards's Ferry, and proposed expeditions for the burning of the same; but he never attached great importance to it, and supposed that it was intended only as a defensive agent. He replied that the troops in the department would not warrant the undertaking.

The works at Plymouth have been pushed with all despatch possible, and I have added materially to the armament. A work is in progress for a 200-pounder Parrott, with a centre pintle, which will make everything very secure there. While waiting for the 200-pounder, I have ordered up a 100-pounder Parrott from Hatteras, which is the only available gun of the kind in North Carolina.

In regard to the report of an examination of the channel, I think it is accounted for by a number of deserters from Fort Branch, at Rainbow, who state that, week before last, it was examined, and torpedoes placed at various points below Rainbow Bluff. The difficulties of getting at the boat are greatly increased by the fact that an earthen battery, for four (4) guns, has been constructed at Edwards's Ferry, and is garrisoned by from 200 to 500 infantry. The 20th North Carolina and one 6-gun battery are at Hamilton. Fort Branch is an enclosed work of twelve (12) rifled guns, including one 64-pounder and three 24-pounders.

I am, very respectfully, your obedient servant,

JOHN J. PECK,
Major General.

Acting Rear-Admiral LEE,
Commanding N. A. B. Squadron, Newport News.

[Confidential.]

UNITED STATES FLAG-SHIP MINNESOTA,
Beaufort Harbor, N. C., November 24, 1863.

SIR: I returned here this evening after visiting Newbern, Washington, Plymouth, and Roanoke island, in company with General Butler, who left Hatteras inlet this morning to return to Fortress Monroe, abandoning, without explanation, his previous purpose to make, with me, a reconnoissance off Wilmington, whither I go to-morrow morning.

The general concluded that it would not be necessary to sink any vessels above Plymouth, but only to drive some piling across the Roanoke, including the island channel, and the two thoroughfares just above Plymouth.

He expressed his unconcern about the rebel ram, but promised me to obtain full information about the one up the Roanoke, and the rebel gunboat on the Neuse.

* * * * *

I have the honor to be, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-SHIP MINNESOTA,
Off Newport News, Virginia, March 4, 1864.

SIR: Commander Davenport, under date February 29, sends me the following information, which he says was communicated to him officially by General Peck,

viz: There are thirteen (13) pontoon bridges now ready for use at Goldsborough, and they are taking up the blockade between this and Kingston. Two regiments of cavalry are at Care creek, ten (10) or twelve (12) miles this side of Kingston.

Commander Davenport considers the position of affairs critical, and urges the sending of re-enforcements.

The force at present in the sounds consists of the following vessels: Hetzel, Miami, Seymour, Louisiana, Granite, Valley City, Southfield, Whitehead, Commodore Hull, Lockwood, Ceres, Tacony.

The Wyalusing will also be despatched in a few days, when her repairs are completed at the Norfolk navy yard. I have written to the commandant at Baltimore to hasten as much as possible the repairs on the double-enders Hunchback and Commodore Perry.

The most important positions in the sounds are strongly defended by earthworks. The number of wooden vessels already there will, perhaps, be as sufficient as a larger number of the same sort of vessels.

I have the honor to be, sir, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Virginia, April 24, 1864.

SIR: General Butler read me this evening his despatch, making the surrender of Plymouth the result of want of naval defence of its flanks—meaning against the rebel ram and the riflemen in the steamboat Cotton Planter.

The navy had nothing to do with the planning, placing, or fighting the extensive and expensive fortifications which the army has erected for the defence of Plymouth, Washington, and Newbern, by land and water.

There are three (3) earthen works on the river side at Plymouth, one (1) in the lower part, and the other two (2) above this small town, and they should not need wooden gunboats to defend them.

General Butler told me at Plymouth last fall that he did not care for the ram, and that the fortifications ought to be sufficient to hold the place.

A few days since he informed me that he had ninety (90) days' supplies at Plymouth. The garrison there was about twenty-two hundred (2,200) strong.

Nothing can be more ungenerous and unjust than to make the navy responsible for the occupation or surrender of this fortified town.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Iron-clad steam batteries and rams drawing six and a half feet of water.

Name of vessel.	Name of contractor.	Date.	Time.	Expiration.
		1863.	Mo's.	
Chimo.....	A. Adams, Boston.....	Mar. 17	6	Sept. 17, 1863
Cohoes.....	M. F. Merritt, New York.....	April 17	6	Oct. 17, 1863
Casco.....	Atlantic Works, Boston.....	Mar. 14	6	Sept. 14, 1863
Etlah.....	C. W. McCord, St. Louis.....	June 24	8	Feb. 24, 1864
Klamath.....	A. Swift & Co., Cincinnati.....	Mar. 26	6	Sept. 26, 1863
Koka.....	Wilcox & Whitney, Philadelphia.....	April 24	8	Dec. 24, 1863
Modoc.....	J. S. Underhill, New York.....	June 4	6	Dec. 4, 1863
Napa.....	H. & — Hollingsworth, Wilmington.....	Mar. 2	6	Sept. 2, 1863
Naubuc.....	W. Perine, Williamsburg.....	April 2	6	Oct. 2, 1863
Nanset.....	D. McKay, Boston.....	June 10	8	Feb. 10, 1864
Shawnee.....	Curtis & Tilden, Boston.....	April 2	8	Dec. 2, 1863
Squando.....	McKay & Aldus, Boston.....	May 4	6	Nov. 4, 1863
Shiloh.....	G. C. Bestor, St. Louis.....	June 24	8	Feb. 24, 1864
Suncook.....	Globe Works, Boston.....	Mar. 17	6	Sept. 17, 1863
Tunxis.....	Reany, Son & Archibald, Chester, Pennsylvania.....	Mar. 9	8	Nov. 9, 1863
Umpqua.....	Snowdon & Mason, Pittsburg.....	Mar. 9	6	Sept. 9, 1863
Wassuc.....	G. W. Lawrence, Portland.....	Nov. 3	8	July 3, 1864
Waxsaw.....	W. Denmead & Co., Baltimore.....	Mar. 13	6	Sept. 13, 1863
Yazoo.....	Merrick & Son, Philadelphia.....	Mar. 2	6	Sept. 2, 1863
Yuma.....	A. Swift & Co., Cincinnati.....	Mar. 26	6	Sept. 26, 1863

CAPTURE OF PLYMOUTH, NORTH CAROLINA, BY THE REBELS.

[Telegram.]

FLAG-SHIP MINNESOTA, *April 24, 1864—3 p. m.*

An army bearer of despatches from Newbern on night of 22d reports that the enemy carried the defences of Plymouth, after frequent bloody attacks, on 20th instant. General Wessels and command taken prisoners. The ram and rifle screened Cotton Planter were in Roanoke river, and Tacony, Miami, and other gunboats at mouth river waiting for her, confident of destroying her when she enters the sounds. There was a report at Newbern on Friday that iron-clad on the Neuse was in sight.

S. P. LEE, *Acting Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

DISPERSION OF REBEL ARTILLERY NEAR MASONBORO' INLET.

UNITED STATES STEAMER NIPHON,
Off New Inlet, North Carolina, April 29, 1864.

SIR: I have the honor to report, that on the morning of April 27, while close in shore near Masonboro' inlet, discovered a boat; stood for her; found eight negro refugees in her, one of whom shipped on board this vessel for three years; the other seven were transferred on board the United States steamer Falkee, at the request of Acting Master Webb, who shipped them for three years. While taking on board these refugees, six pieces of field artillery opened on us, but the shell fell short. We immediately went to quarters, threw shell among them and drove them away; two of our shells exploding in the steam saw-mill on shore, set it on fire. On the morning of the 29th the enemy opened fire on us with two Whitworth guns, the shot passing over us; stood in shore and shelled them, and also a company of cavalry, who were driven away into the woods. There appears to be a large body of the enemy located at Masonboro'. The refugees state that there is great excitement at Wilmington, and on Sunday last, when they left that place, all the citizens were under arms, expecting an attack.

Very respectfully, your obedient servant,

J. B. BRECK,

Commanding United States Steamer Nippon.

Commander WM. A. PARKER, *Senior Officer present.*

EVACUATION OF PLYMOUTH, NORTH CAROLINA, BY THE REBELS.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, April 29, 1864.

SIR: General Butler, under date of 28th instant, informs me as follows: Later information brought to me puts Beauregard's advance at Petersburg on their way to Richmond and Lee's army in Virginia.

Captain Clark, of my staff, has just come up, and reports the rebel troops are leaving North Carolina. Plymouth is evacuated, and Little Washington and Newbern are relieved from all threats of operations.

This information has just been received by me (2 p. m.) and communicated by telegram.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

NEWPORT NEWS, VIRGINIA,
April 29, 1864—2 p. m.

I am just informed by General Butler that he has information that Plymouth is evacuated, and rebels are leaving North Carolina.

S. P. LEE,

Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

THREATENING OF NEWBERN, NORTH CAROLINA.

Report of Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Off Newbern, North Carolina, May 6, 1864.

ADMIRAL: Newbern is besieged by the enemy, in force. Our pickets were driven in Wednesday evening; yesterday they took possession of the railroad between this place and Beaufort, and attempted to erect a battery on the Neuse river near the old blockade. I sent the Lockwood down to patrol the river, and on the enemy making his appearance, sent the Barney and Louisiana to drive him away from the river bank, which they succeeded in doing. This morning the rebel General Hoke sent a verbal message to General Palmer, informing him that he had possession of the railroad, and command of the river, and demanding the surrender of the place. The general, I understand, declined to receive a verbal message, and the flag of truce returned.

I have here the Tacony, Louisiana, Commodore Barney, Lockwood, and Hetzel, and shall do all in my power to defeat the enemy.

Captain Smith directed me to write directly to you, sending him copies of my letters.

I have the honor to be, very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander U. S. Navy, and Senior Officer present.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

P. S.—6 p. m. I have just received a letter from Captain Smith, directing me to send the Barney to him.

I learn that there has been heavy firing heard in the direction of Plymouth, yesterday evening.

P. S.—7th May, 1 p. m. Everything is quiet here to-day, but I learn that the enemy is in force between this place and Kingston. I have just received a despatch from you for Captain Smith, marked immediate. I will forward it by first conveyance.

Additional report of Commander H. K. Davenport.

UNITED STATES STEAMER HETZEL,
Off Newbern, North Carolina, May 7, 1864.

ADMIRAL: I have just received intelligence that Captain Smith has had an engagement with the ram. The Sassacus ran into her and was seriously injured; stern carried away and shot through boiler. The Bombshell recaptured. Our loss two killed (Mattabesett,) two (Sassacus,) and eighteen wounded on board the latter vessel. The ram returned to Plymouth, apparently uninjured. This is not official; I get it from the captain of the steamer just thence. General Palmer has just shown me a despatch from Captain Smith, which in a measure corroborates this.

In haste, I am, sir, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander United States Navy.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant J. M. Williams.

UNITED STATES STEAMER COMMODORE BARNEY,
Newbern, North Carolina, May —, 1864.

SIR: In obedience to your order of the 4th instant, I got under way and steamed down the river to Fort Thompson and shelled the woods, as directed by General Palmer. After shelling for one hour, signal was made from the shore to cease firing.

The amount of ammunition expended as follows:

9-inch shell, 83, charge 10 pounds.....	830 pounds powder.
100-pounder rifle shell, 19, charge 10 pounds..	190 " "

Total amount of powder expended..... 1,020 pounds.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,
Acting Volunteer Lieutenant, Commanding.

Commander H. K. DAVENPORT,
Senior Officer present.

Report of Commander Dove.

UNITED STATES NAVAL STATION,
Beaufort, N. C., May 8, 1864.

SIR: The news brought up by the Fahkee was communicated to Colonel Jourdan, commanding this district, and to Colonel Frankel, commanding Fort Macon, and has put us on the look-out seaward.

As an offset to it, I have the pleasure of enclosing Colonel Jourdan's note, by which you will see that the enemy have retired from before Newbern, and that communication will be opened with it to-morrow.

We have been keeping a good look-out here, picketing the approaches with boats every night, in Cove and Bogue sounds and towards Newport river, carrying out your instructions of May 2d.

The vessels now in port are the Glaucus, Monticello, Vicksburg, Maratanza and Emma.

Necessary repairs detain the Glaucus, Monticello and Emma, but the Maratanza and Vicksburg will leave to-day or to-morrow.

Very respectfully,

B. M. DOVE,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

Letter from Colonel Jourdan to Commander Dove.

SUB-DISTRICT HEADQUARTERS,
May 8, 1864.

COMMANDER: Your despatch this moment came to hand. I regret to learn that the enemy have succeeded in completing two such formidable vessels. I am very thankful to you for your kindness in so promptly sending me the information, and your offer to send despatches by one of your vessels; which is rendered unnecessary from the fact that I am pleased to inform you that the enemy has retired from before Newbern. Communication is opened with that place and men at work repairing the *little* damage done to railroad and telegraph. I think a train will be down to-morrow.

Very respectfully, your obedient servant,

J. JOURDAN,
Colonel Commanding.

SECOND ENGAGEMENT BETWEEN THE REBEL RAM ALBEMARLE AND
UNITED STATES GUNBOATS.

Telegram of Acting Rear-Admiral S. P. Lee.

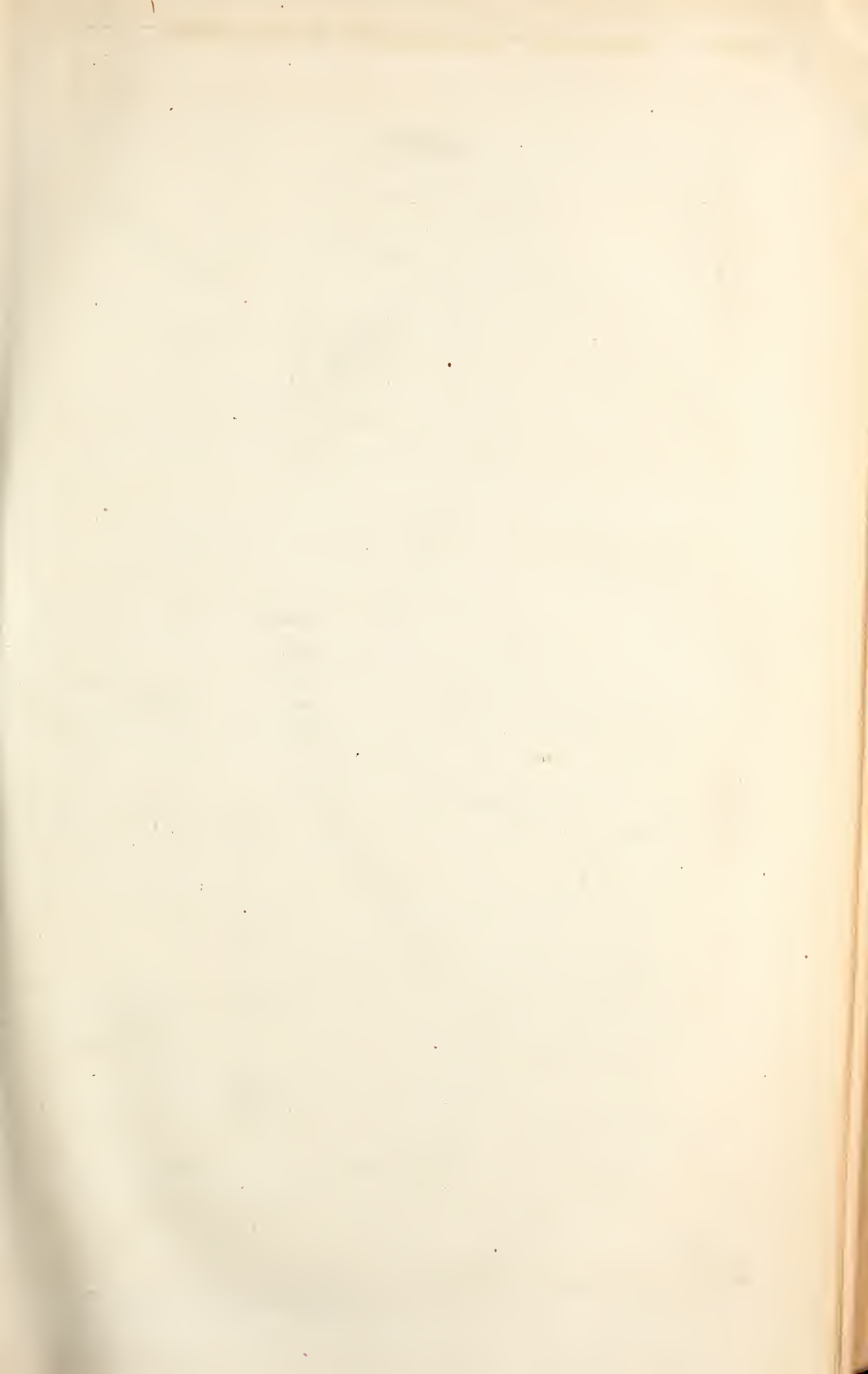
[Telegram.]

FORT MONROE, May 12, 1864.

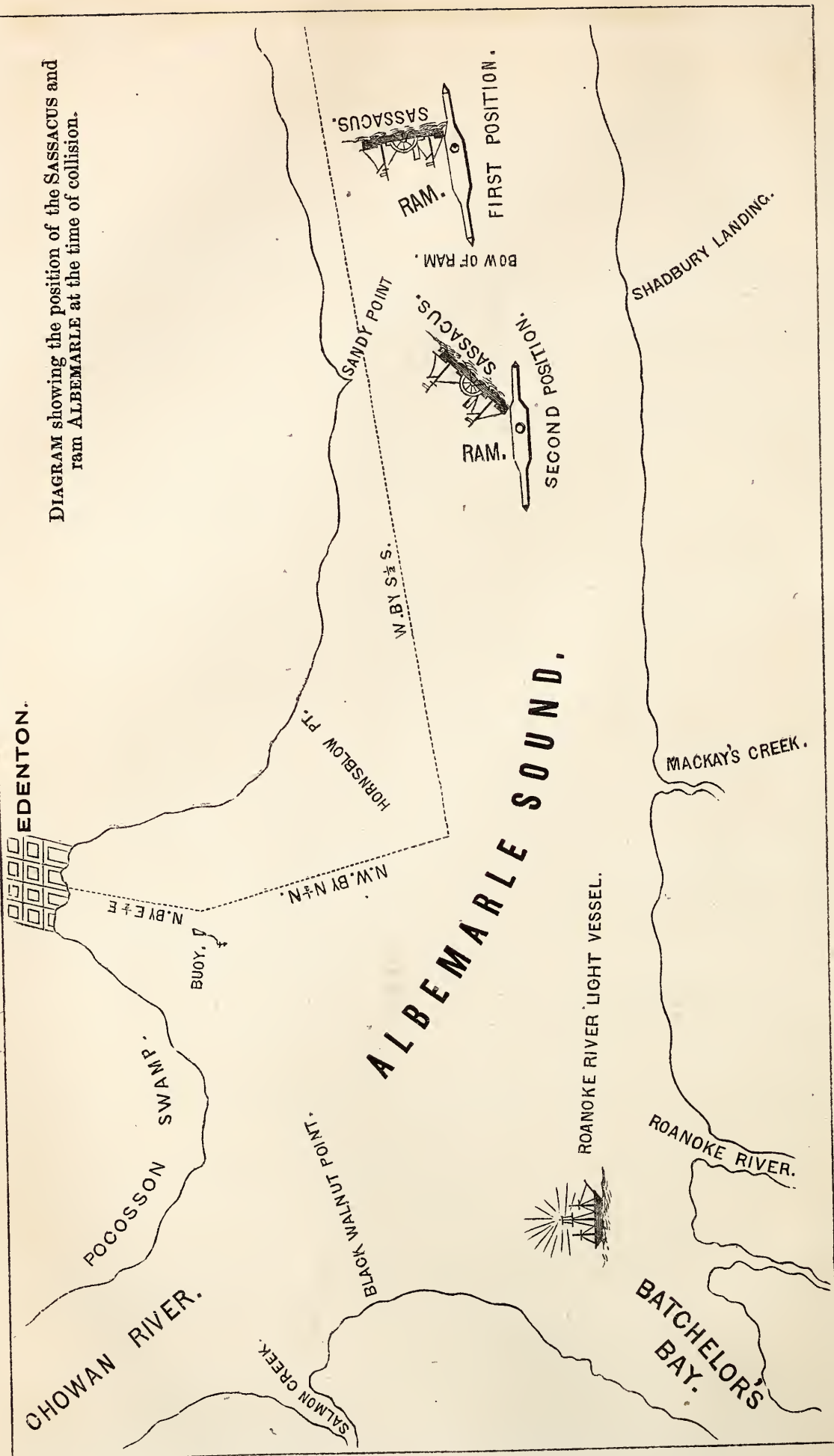
May 11, midnight.—General Butler has kindly furnished me with the following from Captain Smith to General Palmer:

“UNITED STATES STEAMER MATTABESSETT,
“At anchor off Roanoke River, May 6, 1864.

“GENERAL: I have to inform you that I engaged the ram Albemarle yesterday, from 4.40 to 7.30 p. m., with all my force, and regret that our efforts to



ALBEMARLE SOUND.



capture him were not attended with success. Our shot had no perceptible effect upon her, close alongside. I drove her, however, into the mouth of Roanoke river somewhat damaged, I think, but with machinery not disabled. I captured the Bombshell with thirty-seven prisoners, officers and men. Have not as yet had any official return from the Sassacus, which has her in charge, and is anchored several miles below. Our loss in the large vessels is five killed and twenty-six wounded. I shall be able to hold possession of the sound against any force the rebels can organize at this point.

"I am, very respectfully, your obedient servant,

"MELANCTON SMITH,

"*Captain and Senior Naval Officer.*

"Brigadier General J. N. PALMER,

"*Commanding Land Forces in North Carolina.*"

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Complimentary letter of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

James River, May 14, 1864.

SIR: I transmit enclosed the report received last night from Captain Melancton Smith, senior officer present, of the gallant fight on the afternoon of the 5th instant, in Albemarle sound, between our wooden gunboats and the rebel iron-clad ram Albemarle, in which the latter was repulsed and her tender captured. I ask the special attention of the department to the signal bravery displayed by Captain Smith and the officers and men engaged with him in this remarkable action, which adds a brilliant page to the exploits of the navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral Lee's instructions to Captain Smith.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., April 23, 1864—1 p. m.

SIR: The Navy Department, by telegraphic despatch of this date, directs me to send you to assume command in the sounds of North Carolina, for the purpose of attacking, at all hazards, the rebel ram there, in the best manner to insure its destruction, by running it down with the double-enders, or in any other manner which my judgment or yours may suggest.

The Miami (Commander Renshaw) and the Tacony (Lieutenant Commander Truxton) are now in the sounds. The Sassacus (Lieutenant Commander Roe) was sent there last night. You will take the Mattabesett (Commander Febiger) and the Wyalusing (Lieutenant Commander Queen) with you, and leave with all practicable despatch, availing yourself of the present high tides to enter the sounds. I send with you two (2) officers who have served in the sounds, and whose local knowledge will be useful to you.

Enclose a copy of my instructions of the 21st instant to Commander Davenport for your information and guidance, unless you find occasion to vary them for a more promising plan of attack.

Attacking the ram will, to some extent, intimidate it, and by getting alongside of it, in or near contact, and on each side, holding position, and by firing at the centre of its ports, whether open or shut, and on its roof, you will disable and capture it. Your guns should have double breeching, and be loaded with heavy charges (say from fifteen (15) to eighteen (18) pounds of powder for the nine-inch guns) and solid shot, and they should so be depressed as to fire as near a perpendicular line to the slope of the roof as practicable. If all hands lie down when the guns are fired, they will escape the rebound of broken parts from the shot.

At the time of this attack if some shell were thrown down the rams smoke-stack, she might thus be disabled.

The advantage of getting alongside and of each side of her is, that you prevent her from ramming and have a controlling fire upon her roof and ports.

The ports and stern are her weak points. Even if her ports are kept closed, as in her attack on the Miami and Southfields bows, you can, if alongside of her, fire through them and into her; and if her roof is, as described, of railroad iron, with a thin plating over it, the mechanical difficulty of securing this is such that it will loosen and fly off under the concussion of your heavy fire, whilst the inside nuts and bolts will act like canister on her deck, and the concussion, especially if her ports are shut, will shock and demoralize her crew, giving you a complete victory. Besides, you may force her ashore, where the falling freshet in the Roanoke river will leave her.

Be sure and not have the neutral point of your wheel-houses opposite her ports. Your wheel-houses should be abaft or forward of her roof—better abaft.

The department seems to prefer ramming. This ram is reported to be of the usual Merrimack model; if so, heavy logging, and a knuckle ironed over, make her sides strong. But ramming under high speed may drive it in, or you may drive her ashore, or mount her ends, and (especially if in the sounds with some sea) sink her. Intrusted by the department with the performance of this signal service, I leave (with the expression of my views) to you the manner of executing it.

All assaults are exposed service; but this assault has, with much real risk, less than appears.

Wishing you success and promotion,

I have the honor to be, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Captain M. SMITH,

United States Iron-clad Onondaga.

Report of Captain Melancton Smith, senior officer.

UNITED STATES STEAMER MATTABESSETT,

At anchor, Albermarle Sound, off Roanoke River, May 5, 1864.

SIR: I would respectfully report that the ram Albemarle, steamer Cotton Plant, with troops, and the armed steamer Bombshell, laden with provisions and coal, came out of Roanoke river to-day at two o'clock p. m., and after being tolled ten miles down the sound by the picket force left to guard the entrance of the river, the Mattabesett, Wyalusing, Sassacus, and Whitehead got under way and stood up to engage them; the smaller boats falling into position in accordance with the enclosed programme.

The engagement commenced at 4.40 by the ram firing the first gun, which destroyed the Mattabesett's launch and wounded several men. The second shot cut away some of the standing and running rigging. At 4.45 the Bombshell surrendered to the Mattabesett, and was ordered to fall in our wake; at 4.50

fired a broadside into the ram at a distance of 150 yards; at 5.50 the *Sassacus* delivered her fire on passing, and then rammed his stern, pouring in a broadside at the same time. The *Sassacus* was seen soon afterwards enveloped with steam, when she hauled off, evidently disabled. The colors of the ram at this moment came down, and it was some time before it was ascertained whether he had surrendered, or they had been shot away. During the contact it was, of course, impossible for the other vessels to fire; but when the *Sassacus* became disengaged and resumed her firing, the engagement became general; the smaller vessels firing so rapidly that it was dangerous for the larger ones to approach; and they appeared also to be ignorant of all signals, as they answered without obeying them. The engagement continued until about 7.30, when it becoming dark, the *Commodore Hull* and *Ceres* were then sent ahead to keep the ram in sight and to remain on picket duty off the mouth of the Roanoke river, if he succeeded in entering it; the *Mattabesett*, *Wyalusing*, *Miami*, and *Whitehead* coming to anchor in the sound two miles and a half below. Eight torpedoes have been furnished by the army, and an attempt was made last night to place them in the mouth of the river; the entrance being watched, it was found impracticable. Another effort was made to-day at two o'clock p. m., when the ram was discovered two miles above on his way out. During the engagement a seine was laid out across the ram's bow, in obedience to orders, to try and foul his propeller, but he passed over it without injury. A torpedo was rigged out from the bow of the *Miami*, and she was ordered to go ahead and attempt to explode it, but from some cause, yet unexplained, it was not done. She ran up, however, sheered off and delivered her broadside, and continued to fire at him rapidly. The injuries sustained by the ram are thought to be considerable, but his motive power is evidently uninjured. His boats were knocked off from the decks and his stack riddled, and it is also believed that one of his guns was disabled. The ram is certainly very formidable. He is fast for that class of vessel, making from six to seven knots, turns quickly, and is armed with heavy guns, as is proved by the 100-pounder *Brooks* projectile that entered and lodged in the *Mattabesett*, and 100-pounder *Whitworth* shot received by the *Wyalusing*, while the shot fired at him were seen to strike fire upon the casemates and hull, flying upwards and falling in the water without having had any preceptible effect upon the vessel. I had tried the effect of ramming (as suggested by the department) in the case of the *Sassacus*, and was deterred from repeating the experiment by the injury she had sustained, and a signal from the *Wyalusing* that she was sinking, which, if the latter had been correct, (and I was not informed to the contrary until after the vessels came to anchor,) would have left too small a force of efficient vessels to keep the control of the sound, which I now hold, and shall be able to maintain against any rebel force that they will be able to organize at this point when present damages are repaired. I am convinced that side-wheel steamers cannot be laid alongside of the *Albemarle* without totally disabling their wheels, which is the reason for not adopting the suggestion contained in your order to me of the 23d instant. It is reported that the rebel barges with troops were at the mouth of the Croatan river ready to come out, and a steamer was seen in that direction, but in regard to the first I have no positive information.

I herewith enclose a list of casualties on board the several vessels engaged, and will forward the detailed reports of the expenditure of ammunition and damages they sustained so soon as they are received from the commanding officer. I also forward you a hurried sketch of the appearance of the ram.

I am, sir, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer in the Sound.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Additional report of Captain M. Smith.

UNITED STATES STEAMER MATTABESSETT,
Off Roanoke River, May 5, 1864.

SIR: I should have embodied in my report the number of prisoners, arms, &c., captured in the Bombshell, but the Sassacus, who took her in charge after being herself disabled, is anchored some distance below, and has not communicated with me, and I have no available steamer to communicate with him. I am trying again to place torpedoes in the bend of the Roanoke river two miles and a half from the mouth.

I am, very respectfully, your obedient servant,

MELANCTON SMITH, *Captain.*

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

General Order as to plan of attack.

GENERAL ORDER.

UNITED STATES STEAMER MATTABESSETT,
Albemarle Sound, May 2, 1864.

The steamers will advance in the third order of steaming, the Miami leading the second line of steamers.

Miami,

Ceres,

Commodore Hull,

Seymour,

Mattabesett,

Sassacus,

Wyalusing,

Whitehead.

The proposed plan of attack will be for the large vessels to pass as close as possible to the ram, without endangering their wheels, delivering their fire and rounding to immediately for a second discharge.

The steamer Miami will attack the ram and endeavor to explode her torpedo at any moment she may have the advantage, or a favorable opportunity. Specific orders cannot be given for the attack, as the manœuvring of the ram cannot be anticipated, and the only order considered necessary is to sink, destroy or capture by some or all methods here suggested. The stern of the ram is to be fired at by any of the vessels having a heavy gun, taking care not to fire when any of our own vessels are in range. The propeller is to be fouled if possible by lines from the stems of our vessels, or with the fish-net as heretofore proposed.

The stack of the ram is supposed to be capped, rendering it impossible to throw powder or shell down, but all vessels having hose should be prepared to lead them up under the cap in the event of getting alongside. The stern and ports are probably the most vulnerable points, and should be assailed by every vessel having an opportunity to fire into them. A blow from the ram must be received, if possible, on the bow, and as near the stem as our steering will permit; and if the prod should enter a vessel in that manner, open wide and go ahead to prevent her withdrawing it, when the other vessels will attack the propeller.

Should the thirty armed launches accompany the ram, the small steamers will run them down, using their howitzers with shrapnell on approaching, and hand-grenades when near. Small grapnels should be in readiness to throw at the stack and secure our vessels alongside when other experiments have failed. Ramming may be resorted to, but the peculiar construction of the stems of the

double-enders will render this a matter of serious consideration with their commanders, who will be at liberty to use their judgment as to the propriety of this course when a chance shall present itself.

M. SMITH,
Senior Officer.

Casualties on board the Sassacus.

UNITED STATES STEAMER SASSACUS,
May 6, 1864.

SIR : I have the honor to submit the following report of casualties arising on board this ship from the engagement of the 5th instant.

James M. Hobby, 1st assistant engineer, scalded severely ; G. H. Doyle, 1st class fireman, ditto ; Thomas Welch, 1st class fireman, scalded, perhaps fatally ; James Tillot, 1st class fireman, William Sutherland, 1st class fireman, Edward Kelly, 2d class fireman, and Joseph Murray, 2d class fireman, scalded and wounded, perhaps fatally ; O. H. Merrell, 2d class fireman, scalded very severely ; Charles White, 2d class fireman, scalded very severely ; Thomas Johnson, 2d coal-heaver, killed ; John English, coal-heaver, M. Sullivan, coal-heaver, and E. Sullivan, coal-heaver, scalded ; E. H. Mayer, ensign, and E. Sawyer, ensign, contusion, not severe ; E. Clayton, ordinary seaman, and John Lang, captain after guard, wounded severely ; Wm. McKay, carpenter's mate, and Geo. Simms, captain's steward, wounded, not seriously ; and T. W. Smith, seaman, scalded.

Respectfully, your obedient servant,

EDGAR HOLDEN,
Assistant Surgeon U. S. N.

Lieut. Com. F. A. ROE,
Commanding.

Casualties on board the Mattabesett.

UNITED STATES STEAMER MATTABESETT,
Albemarle Sound, N. C., May 5, 1864.

SIR : I would most respectfully report the following casualties on board this ship during the action with the rebel ram to-day :

Killed.—Ralph E. Lake, 1st class fireman, and William H. Dewitt, 1st class boy.

Wounded.—James L. Plunkett, acting master, contusion of right thigh ; Daniel Lamon, captain fore-castle, lacerated wound of scalp ; James Mulvehill, ordinary seaman, contused wound of back and left elbow ; Greenburg T. Smith, landsman, contused wound of left shoulder ; Charles F. Moeller, 1st class boy, wound of right knee and ecchymosis of left eye-brow and lid ; John B. Jewett, landsman, punctured wound of right fore-arm.

Very respectfully, &c.,

SAMUEL P. BOYER,
Acting Assistant Surgeon U. S. N.

Commander JOHN C. FEBIGER, U. S. N.

Casualties on board the Wyalusing.

UNITED STATES STEAMER WYALUSING,
Off Roanoke River, May 5, 1864.

SIR: I regret to report the death of John A. Oliver, landsman, by being struck on the right side of the head, on the temporal bone near the suture, by a fragment of iron shot away from off one of the starboard smoke-stack guys, forward, penetrating his skull into the brain. He was killed at the 9-inch gun forward.

Respectfully, your obedient servant,

CHARLES W. SARTORI, U. S. N.

Lieutenant Commander W. W. QUEEN,

Commanding U. S. Steamer Wyalusing, off Roanoke River, N. C.

Report of Commander John C. Febiger.

UNITED STATES STEAMER MATTABESETT,
Albemarle Sound, N. C., May 6, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel yesterday in the engagement with the rebel ram Albemarle. At 3 p. m., discovering the picket boats stationed off the mouth of the Roanoke river to be falling back, as ordered when the ram appeared, we made general signal to get under way. At 3.10 got under way and stood up the sound, with the Sassacus, Wyalusing and Whitehead following in first order of steaming. At 3.45 made signal, "ram is out;" the Miami, Commodore Hull, and Ceres falling into position as we came up on port quarter, thus forming the third order, as directed. At 4.20 Miami made signal, "the enemy is retreating," the ram and gunboat being observed to have their heads pointing towards the entrance of Roanoke river, distance about ten (10) miles. At 4.40, when abaft the ram's beam, she fired two shots, one of which cut away both rails of launch and spar across davits, scattering splinters and wounding Acting Master Plunkett very slightly, two men severely and three slightly, all belonging to forward rifle gun. Noticing immediately after the firing an evident intention on the part of the ram to run into us, the helm was ordered to starboard, sheering to port, thus causing us to pass at a greater distance than was our intention. At 4.45, when a little abaft the ram's beam, at between one hundred (100) and one hundred and fifty (150) yards distance, fired our starboard rifles and (9) nine-inch guns with solid shot, passing ahead, and when nearly abeam of the Bombshell firing the starboard howitzers and forward rifles at her. She immediately hauling down her colors and showing a white flag, orders were at once given to stop firing on her, and the howitzer's crew were sent to assist the crews of the two rifle guns. Passing ahead, the helm was put to port with the intention of running close along the starboard side of the enemy; but the smaller vessel not keeping position or following our lead, we were soon compelled to stop the engine, being within their line of fire. Our vessels at this time were on both sides of the Albemarle, this vessel, the Wyalusing, and Sassacus being the only ones that had then rounded her bows, we being on her quarter, Sassacus abeam, and Wyalusing on starboard bow, all having stopped their engines. At 5.05 the Sassacus ran down bows on, striking the Albemarle on starboard quarter. After remaining in contact some few minutes she disengaged herself, and soon afterwards was seen to be enveloped in steam; at this time the colors of the Albemarle were either shot away or hauled down, and were not hoisted again during the action. As her fire had ceased, we were under the impression that she had surrendered, until, soon

after the *Sassacus* had got clear, she was observed to resume it; this vessel and others immediately doing the same. The squadron still remaining out of position and endangering each other by their fire, our attention was turned to getting them into line. At 5.20 we made signal to *Miami* "to pass within hail;" (she was soon after hailed and ordered to go ahead and try her torpedo.) At 5.30 made general signal to keep in line, and at 5.45 repeated the signal. At 5.55 made signal to *Wyalusing* "to cease firing," she being still on *ram's* star-board bow; the remainder of the vessels (with the exception of the *Sassacus*, which had hauled off) were taking position on port quarter of the enemy. At 6.05 made general signal to keep close order. At 6.45 made signal to *Wyalusing* to cease firing, she at the time coming round to take position. Soon after hailing her with an order to go ahead of the line and pass close to *Albemarle*, in reply she reported herself sinking, and at 6.55 made signal "sinking;" but still going ahead, finally took her position. Finding that the line was gradually edging off, we steamed ahead inside, delivering our fire as rapidly as possible when on the quarter and abeam of the enemy, and after having passed ahead attempted to lay our seine in her course for the purpose of fouling her propellers, but, unfortunately, it was torn and lost before getting into the desired position. We then rounded the vessel to port, working the port battery; when nearly abeam of the enemy we received a six-inch rifle shot, which entered on the port side below wheel-house guards and abaft wheel, passing through water-ways, combings of engine-room hatch, wounding a first-class fireman and boy so severely that they died soon afterwards, and bringing up in small arm locker. This shot is preserved on board, and is marked with the name of John M. Brooke. At 7.30, growing quite dark, ceased firing, and at 8 made private signal to anchor, coming into line abreast, heading to southward.

I am happy to state that the conduct of our crew, officers, and men was all and more than could be reasonably expected from the imperfect state of organization, having had but few opportunities for exercise and drill since our hurried departure from New York. The firing was remarkably good under the circumstances, but the shot seemed to have but little effect upon the enemy.

Our pilot, Mr. Tooker, deserves mention for coolness and attention to his duties during our constant manœuvrings.

Enclosed are returns of gunner's expenditures and report of injuries. The surgeon's report I have already had the honor to submit.

Very respectfully, your obedient servant,

JOHN C. FEBIGER,

Commander.

Captain MELANCTON SMITH,

Commanding Officer of Albemarle Sound, N. C.

Ammunition expended on board the Mattabesett.

IN GUNNER'S DEPARTMENT.

Nineteen 13 pound charges, IX-inch.

Four 10-pound charges, IX-inch.

Twenty-seven 10-pound charges, 100-pounder Parrott.

Sixty primers.

Nineteen grommet wads.

Four junk wads.

Three breechings.

Two lock strings.

One 2-pound charge, 24-pounder howitzer.

One 1-pound charge, 12 pounder rifle.
 Twenty-seven solid shot, 100-pounder Parrott.
 Twenty-three solid shot, 9-inch.
 One shrapnell, 24-pounder howitzer.
 One Dahlgren shell, 12-pounder howitzer.
 One thumb-screw.
 Eight muskets and eight sabre bayonets, with scabbards.
 Respectfully submitted.

A. N. MITCHELL,
Lieutenant and Executive Officer.

*Report of damages of the United States steamer Mattabesett in the action of
 May 5, 1864.*

CARPENTER'S DEPARTMENT.

Rail of launch stove in, and davit spar carried away; shot through waterways, just abaft port wheel; passed on through combing of engine-room hatch, carrying away the two after stanchions of hand-rail around crank-room, then through starboard combing, and carried away two sections of engine-room bulkheads and one section of gallery bulkhead; also carried away deck bell-pulls and second locker of armory on starboard side; forward stanchion of hurricane deck on port side carried away by No. 1 9-inch broadside.

BOATSWAIN'S DEPARTMENT.

Square-sail buntlines.
 Both vang of main gaff.
 Starboard main boom topping lift.
 Peak halyards stranded.
 Port main-topmast stay and main-topmast back stay.
 One seine.
 All shrouds starboard main lower rigging stranded, and forward shroud of starboard fore lower rigging ditto; also one ratline carried away by same shot.
 Respectfully submitted.

A. N. MITCHELL,
Lieutenant and Executive Officer.

Respectfully forwarded.

MELANCTON SMITH.

Respectfully referred to the consideration of the department. Commander Febiger seems to have handled his vessel well, and, with his officers and men, to deserve much credit for gallant conduct.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER SASSACUS,
Albemarle Sound, North Carolina, May 6, 1864.

SIR: I respectfully report on the action of this vessel with the rebel iron-clad Albemarle and gunboat Bombshell at the head of Albemarle sound, on the afternoon of the 5th instant, in company with the squadron under your command.

Steaming up the sound about 4 p. m. yesterday, the *Sassacus* occupied the station next astern the *Mattabesett*, and the *Wyalusing* following, when we made out the *ram*, accompanied by the *Bombshell* and another steamer, coming down, driving the *Miami* and picket boats before them. Following your lead in the *Mattabesett*, I headed up the pass on the starboard side of the *ram*, and when nearly abreast of her starboard beam the *Sassacus* delivered her broadside. In this time the *ram* sheered with her port helm for the purpose of ramming, but our superior speed foiled her in this attempt, and the *Sassacus* passed around her stern with a hard port helm. Off the port quarter of the *ram* lay the *Bombshell*, which had opened fire simultaneous with the *ram*, with rifle guns, which had annoyed me a good deal. I gave her the starboard battery, each shot hulling her, when she displayed white flags and signals of surrender. Passing up to close hail of her, I demanded of her if she had surrendered. They said they had, and the rebel flag was hauled down, and I ordered her to drop down out of the way and anchor; this was done.

As the *Mattabesett* had passed around the stern of the *ram*, and was heading down the sound again, the *ram* had turned partially round with a port helm, and now lay broadside to me. As the *Sassacus* had been drawn off some little distance by her operations and capture of the *Bombshell*, she had a good distance to get headway, and seeing the favorable moment before me, I ordered full steam and open throttle, and laid the ships fair for the broadside of the *ram* to run her down. The *Sassacus* struck her fairly just abaft her starboard beam in the position of the rear of the house or casemate, with a speed of nine to ten knots, making twenty-two revolutions with thirty pounds steam. As I struck, she sent a 100-pounder rifle shot through and through from starboard bow to port side, on the berth deck.

The collision was pretty heavy, and the *ram* careened a good deal—so much so, that the water washed over her deck forward and aft the casemate. At one time I thought she was going down; I kept the engine going, pushing, as I hoped, deeper and deeper into her, and also hoping it might be possible for some one of the boats to get up on the opposite side of me, and perhaps enable us to sink her, or at least to get well on to him on all sides; I retained this position full ten minutes, throwing grenades down her deck hatch, and trying in vain to get powder into her smoke-stack, and receiving volleys of musketry, when the stern of the *ram* began to go round, and her broadside port bearing on our starboard bow, when the *ram* fired and sent a 100-pounder Brooks rifle shot through the starboard side on the berth deck, passing through the empty bunkers into the starboard boiler, clean through it fore and aft, and finally lodging in the ward-room. In a moment the steam filled every portion of the ship, from the hurricane deck to the fire-rooms, killing some, stifling some, and rendering all movement for a time impossible. When the steam cleared away so I could look around me, I saw my antagonist was away from me, and steaming off. In the mean time the engine was going, as no one could do anything below; some sixteen men being scalded. I then put the helm hard a-port, headed up the sound, and around to the land, in order to clear the field for the other boats. Soon as the steam cleared up and the effect of the explosion over, the officers and men immediately went to the guns, and kept them going upon the enemy until we drifted out of range. I tried to ricochet several nine-inch shot, so that she might be struck on her bottom by the upward bound of the shot, but I had the mortification to see every shot strike the water inside of her, and rise on the opposite side of her. While alongside of her, and almost simultaneous with the fatal shot of the enemy, Acting Ensign Mayer sent a 100-pounder solid shot at her port, which broke into fragments, one of which rebounded and fell on our deck, as did also some fragments of grenades. While thus together, I fired three separate shots into one of her ports; we clearly observed the muzzles of two of his guns broken very badly. After the separation of the two vessels,

the *Sassacus* was headed finally down the sound, and continued to move very slowly, working on a vacuum, and finally stopped, when I dropped anchor. In the mean time the *Mattabesett* and *Wyalusing* gallantly went in, and the fight was nobly maintained by those vessels.

While I regret the unfortunate accident which drifted the *Sassacus* out of action, I cannot but hope and believe that her struggle with the iron-clad ram at such close quarters, and the act of running her down, were productive of great good. If we ever hear from the shots delivered when alongside of the ram, it will be consoling to us, as I am convinced they did some execution in the port. Yet I am forced to think that the *Albemarle* is more formidable than the *Merrimack* or *Atlantic*, for our solid 100-pounder rifle shot flew into splinters upon her iron plates. I have to report that the signal-books of this vessel were thrown overboard and sunk at the time the boiler was struck and the ship enveloped in suffocating steam. It was appalling for a few moments, and the devotion with which the officers and men of the *Sassacus* stuck to and worked the guns fills me with professional pride. After anchoring, I sent the army steam tug to bring the gunboat *Bombshell*, which had surrendered to us, before we struck the ram under our guns. I then put a prize crew aboard, pumped her out, started her fires, and got up steam on her. She is now ready to move. I took her prisoners from the *Ceres*, where they had been temporarily placed. The injuries to the *Sassacus* will be found in the report of officers of different departments, which I herewith enclose, as also the surgeon's report of scalded and wounded. I would respectfully report the *Sassacus* as disabled for active operations until she can be repaired, and would request a survey upon her when it is convenient to grant it. In this unequal conflict of the wooden gunboats against an iron-clad, it gives me special pleasure to speak of the gallant and devoted bearing of officers and men. The maintenance of the fight with their guns after the frightful disaster of the boiler, was worthy of the proudest day of our naval history. The divisional officers were cool, and I must note that Acting Ensign Mayer, at the forward rifle, 100-pounder, when loading and firing almost muzzle to muzzle with the enemy's gun, was beautiful in his cool courage. I take great pleasure in testifying to the fine conduct of Acting Masters A. W. Muldaur and C. A. Boutelle. These officers were as cool and fearless as if at a general exercise. I respectfully recommend each for promotion to the grade of lieutenant, deserved for good behavior and ability before the enemy in battle. I also respectfully recommend Acting Master's Mate O'Hara for examination for promotion to the grade of ensign. Acting Assistant Paymaster G. De F. Barton acted as aid and signal officer to me, and I take pleasure in acknowledging his coolness and attention to duty while under a hot fire, where he voluntarily placed himself.

To the heroism and devotion of First Assistant Engineer J. M. Hobby the government is probably indebted for the preservation of the *Sassacus* from a worse disaster. While every one who could was forced to seek safety by flight from the scalding clouds of steam, Mr. Hobby stood at his post by the machinery, and though fearfully scalded himself, he cared for his machinery until the engine finally stopped. If it were possible to promote this officer, I earnestly and devoutly beg it may be done, for I consider that it has been amply and professionally won.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant Commander.

Captain M. SMITH,

Com'dg Naval Forces in Sounds of North Carolina.

Report of First Assistant Engineer J. M. Hobby.

UNITED STATES STEAMER SASSACUS,
Albemarle Sound, North Carolina, May 5, 1864.

SIR: I respectfully report the following damage sustained by the machinery of this ship during the engagement with the rebel ram Roanoke on the fifth instant:

At 6 p. m. a six-inch rifled solid shot came through the starboard side of the ship about five feet above the berth deck; it passed through the forward bunker into the starboard boiler, seven feet from the front and fourteen inches from the top, cutting T-iron braces and dry pipe; thence through the after end of the boiler, cutting away Wordworth pump, steam and exhaust pipes, through engine-room; cutting a stanchion, thermometer, and exhaust unhooking gear between main cylinder and condenser; thence through bulkhead into the ward-room. The starboard wheel is badly knocked out of shape by coming in contact with the ram's stem as we passed her. The escape of steam was so great as to reduce the pressure in the boiler to nothing almost instantaneously. The steam so filled the engine and fire rooms that it was with the greatest exertions on the part of the engineers that the fires were hauled. The division of firemen were all scalded and one instantly killed.

We will be able to finish the repairs by to-morrow sufficiently well as to steam under one boiler.

I am, very respectfully, your obedient servant.

J. M. HOBBY,
First Assistant Engineer, in charge.

Lieutenant Commander F. A. ROE,
Com'dg U. S. Steamer Sassacus.

[Indorsement.]

AGAWAM, May 16, 1864.

The attention of the Navy Department is respectfully called to the gallant conduct of Lieutenant Commander Roe, and that of the officers whom he recommends for promotion.

S. P. LEE,
Acting Rear-Admiral.

Report of Lieutenant Commander W. W. Queen.

UNITED STATES STEAMER WYALUSING,
Albemarle Sound, off Roanoke River, May 6, 1864.

SIR: In obedience to your signal, at 3 o'clock p. m. of 5th we immediately got under way, taking our station in line astern of the Sassacus, the Mattabesett leading, and stood up the sound in close order.

Signals were made by you soon afterwards that the ram was out; we also discovered at the same time that our picket boats were falling back, pursued by the ram and two steamers in company. We immediately beat to quarters, (at 27 minutes past 4 o'clock;) being in close range, about 500 yards, we opened fire, simultaneously with the Mattabesett and Sassacus, passing the ram at the distance of 150 yards, firing rapidly. In rounding the ram we came in contact with one of her consorts. It was my intention to run her down, but discovered in time she had surrendered; we immediately backed clear of her, and again attacked the ram, which had been in contact with the Sassacus, who

had run into her. As she cleared from the *Sassacus*, in firing from our vessel we cut her signal halyards; she hauled down the flag, and I supposed she had surrendered, as she did not hoist it again during the action, but was soon convinced to the contrary.

At 5.30, flag-ship made general signal to keep close in line; at 5.45 repeated the signal; at 5.55 made signal to this ship to cease firing. At this time we were passing around the ram to form again into line, which had been interrupted by the second division, who were firing at long range and over this ship. At 6.05 resumed our position in close order, by signal from the flag-ship. At 6.45, having again passed around the ram, signals were made to cease firing. At this time a report was made to me by the executive officer and third assistant engineer, J. J. Donohoe, who was stationed at the bell, that the ship was sinking. I immediately signalized it, and sent an order to chief engineer to start all the pumps. He informed me that it was not necessary, as the ship was not making more water than usual.

I was hailed from the flag-ship, but could not understand what was said. I made again for the ram, and followed her up closely, passing around her and firing as often as possible at her, the distance varying from one hundred yards and upwards. Near the close of the action one of the pieces of the forward port-side plating of the ram was seen to fly off, from the effects of one of our shot. At 7.30 signal was made to cease firing, and by private signal we anchored at 8 o'clock.

We received the following damages: One shell exploded in the starboard wheel-house, cutting away two of the outer rims of the starboard wheel and blowing off a portion of the top part of the wheel-house; passing through the aft pilot-house, damaging the steering wheel, breaking the compass, tearing off a portion of the plating, and passing through and through the mainmast about thirty feet above deck; also through the hurricane deck into the starboard bath-room, and chipping a piece off of the top of the aft howitzer mounted on the hurricane deck. The second shot passed between the bottom of the gig and the rail, knocking off all her under planking, carrying away the starboard smokestack guy, killing one of the men at the IX-inch gun, tearing away the stanchion supporting the hurricane deck amidships, then through the engineer's storeroom on the port guard forehead. The third shot came in on the starboard side of the berth deck, near the dispensary, tearing away ladder, bulkhead; through the port coal-bunkers, passing out in the port side a few feet forward of the boiler. The fourth shot came in on the starboard quarter about three feet above the water line, passing through the cabin, destroying mirror, chairs, furniture, &c., &c., bulkhead, companion-way, pantries; striking against a knee in the aft room, on the port side of wardroom, glancing upwards, tearing up the deck plankings, starting the water-ways, and breaking away two of the starts for the breechings, landing on deck; this proved to be a 100-pound Whitworth solid rifle shot. The fifth passed over the quarter deck in a parallel line with the pivot gun, passing through one of the port shutters. Pieces of exploded shell cut away one of the shrouds of the main rigging; also the brails, passing through the mainsail.

The officers and crew fought bravely, and have merited my highest thanks for the manner in which they handled their several batteries. Too much praise cannot be bestowed upon them.

My executive officer, Acting Master William R. Hathway, who is one of the oldest appointments in this grade, I strongly recommend for promotion. The surgeon and paymaster rendered me very important aid in the supply of ammunition and in making themselves generally useful. The chief engineer, H. H. Stewart, handled the machinery in a most able manner. I am also indebted to my clerk, George H. White, jr., who acted as my aid, for the efficient manner in which he carried out my orders.

Expended the following ammunition :

75 10-pound charges, 100-pounder rifle.
 47 solid shot, 100-pounder rifle.
 20 5" shell, 100-pounder rifle.
 8 percussion shell, 100-pounder rifle.
 40 13-pound charges, IX-inch gun.
 30 10-pound charges, IX-inch gun.
 37 solid shot, IX-inch gun.
 33 5" shell, IX-inch gun.
 18 shell, 24-pounder howitzer.
 27 shrapnell, 24-pounder howitzer.
 210 primers.

I enclose you the surgeon and chief engineer's report.

I have the honor to be, very respectfully, your obedient servant,

W. W. QUEEN,

Lieutenant Commander, Commanding.

Captain M. SMITH, U. S. N.,

Commanding Officer in the Sounds of North Carolina.

[Indorsement.]

AGAWAM, May 16, 1864.

Lieutenant Commander Queen, his officers, and men appear to have done well their part in this gallant action.

S. P. LEE,

Acting Rear-Admiral.

Report of Chief Engineer H. H. Stewart.

UNITED STATES STEAMER WYALUSING,
Albemarle Sound, May 6, 1864.

SIR: I have carefully examined the engines, boilers, and dependencies of this vessel, and, agreeably to your request, have the honor to report that the following is the amount of damage sustained during the late action :

Two of the outer rims in the starboard wheel were fractured, and a portion of the top of the wheel-house blown off; one of the smoke-pipe guys was cut off; one of the bell-wires also gave way during the engagement, but has been repaired.

I am yours, respectfully,

H. H. STEWART,

Chief Engineer, United States Navy.

Lieutenant Commander W. W. QUEEN, U. S. N.,

Commanding.

Report of Acting Master Francis Josselyn.

UNITED STATES STEAMER COMMODORE HULL,
Off Roanoke River, N. C., May 6, 1864.

SIR: I have the honor to report the part taken by this vessel in the action of the 5th instant with the rebel ram.

I first sighted the ram at half past one o'clock p. m. coming out of the river in company with two steamers, distant about two miles. In accordance with previous instructions, I retreated slowly down the sound, keeping out of range of her guns until the flag-ship came up, when I fell into line astern of the Miami. About five o'clock I fired several shots from my pivot guns at the ram, striking it once or twice.

At half past six I engaged the ram at close quarters, firing shell from my pivot and broadside guns, many of which struck the vessel, effectually preventing the opening of her ports. As I steamed ahead, in passing the ram's bow I paid out a large seine for the purpose of fouling his propeller, but, though encompassing the ram, it did not have the desired effect.

I ceased firing when it became too dark to distinguish the enemy. I cannot speak too highly of the conduct of my officers and crew, many of the latter being for the first time under fire. This vessel was not struck, and I have no casualties to report.

Enclosed is a list of ammunition expended.

I am, respectfully, your obedient servant,

FRANCIS JOSSELYN,
Acting Master, Commanding.

Captain MELANCTON SMITH, U. S. N.,
Senior Officer, Sounds of North Carolina.

Additional report of Acting Master F. Josselyn.

UNITED STATES STEAMER COMMODORE HULL,
Off Roanoke River, N. C., May 6, 1864.

Report of ammunition expended during engagement of May 5:

30-pounder Parrott shell, sixty, (60.)

24-pounder howitzer shell, twenty-one, (21.)

Respectfully submitted.

F. JOSSELYN,
Acting Master, Commanding.

Captain MELANCTON SMITH, U. S. N.,
Senior Officer, Sounds of North Carolina.

Report of Acting Volunteer Lieutenant Charles A. French.

UNITED STATES STEAMER MIAMI,
Off Mouth of Roanoke River, N. C., May 6, 1864.

SIR: I have the honor to submit the following report of the engagement with the rebel iron-clad ram Albemarle and Bombshell. Yesterday at 1 p. m. I got under way, in company with the Commodore Hull, Ceres, and army transport Trumpeter, and proceeded from our picket station, off Edenton bay, across to the mouth of the Roanoke for the purpose of putting down torpedoes. When within a short distance of the buoy at the mouth of the river, the rebel ram Albemarle was discovered coming down the river, accompanied by the Cotton Plant and Bombshell, the last two steamers laden with troops. I immediately despatched the Trumpeter to give you the earliest notice of their appearance. The vessels under my command were ordered to steam in line slowly down the sound at such a distance that the enemy's movements could be watched. We dropped down to Bluff Point, the enemy following us determinedly. As soon as you came up, I steamed ahead, ready to follow your movements and engage the enemy. At twenty minutes to five I opened fire

with solid shot, and continued firing rapidly with good range. The ram was struck by us at almost our first fire, and I have to report, throughout the action, excellent firing by both divisions of this ship. I saw the *Sassacus* running into the ram, and immediately headed for them both, with the intention of exploding under the ram the torpedo rigged on my bow; before I could get to her, however, the *Sassacus* became disabled and dropped down from her. The ram had changed her course, and I could not work to advantage on account of the fire of our own vessels. I still kept up a fire when it could be done without exposing the other vessels of our fleet. After we had been firing about an hour you ordered me to run up to the ram and use the torpedo. I steamed ahead, still keeping up a rapid fire, until we got within the ship's length of her. I used every endeavor to get at her bows on, but the *Miami*, proving herself so unwieldy, and so very bad to steer, the enemy (who was probably well aware of our purpose) succeeded in keeping clear of us by going ahead and backing and turning. We did not cease our fire, however, all this time. The enemy struck us three or four times while within this chase range; one shot, which passed through the after part of the cabin, came very near disabling our rudder. I dropped down from her, and reported to you the reason why I could not get my torpedo to work. You then ordered me to follow the *Wyalusing* in order. I did so, keeping up a fire which I believe was more effective than at any previous time, as I am confident one of our shot struck the upper part of her port while open, if it did not pass into her interior. Owing to the danger of getting aground, and the fact of the ship handling so badly, I deemed my fire more effectual at close range to be on one side of her, than to attempt to pass clear around her. For more than ten minutes we poured solid shot upon her as rapidly as we could fire; I then dropped astern to give the vessels coming up an opportunity to pass and engage her. It was then growing dark; the ram steamed up to the Roanoke river, and the firing soon ceased on both sides.

The officers and men of this ship behaved with great coolness, and did their whole duty.

Enclosed you will please find carpenter's and gunner's reports. Casualties, none.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Captain M. SMITH, U. S. N.,

Senior Naval Officer, Sounds, North Carolina.

Report of Acting Master Wm. N. Welles.

UNITED STATES STEAMER GUNBOAT MIAMI, *May 6, 1864.*

SIR: I have the honor to submit the following report of ammunition expended on the 5th instant in the action with the iron-clad ram *Albemarle* in the *Albemarle* sound.

Seventy-six (76) 13-lb. IX-inch cartridges.

Seventy-six (76) solid IX-inch shot.

Forty-one (41) 10-lb. 6-inch cartridges; 100-pounder rifle.

Forty-one (41) solid 6-inch shot, (chilled ends,) 4 long and 37 short.

Seventy-six (76) selvage wads.

One hundred and fifty (150) percussion primers.

I am, very respectfully, your obedient servant,

WM. N. WELLES,

Acting Master and Executive Officer.

Acting Vol. Lieut. CHARLES A. FRENCH,

Commanding U. S. Steamer Miami.

Report of Henry S. Buckley, carpenter's mate.

UNITED STATES STEAMER MIAMI,

May 6, 1864.

SIR: I respectfully submit the following report of damages received by this vessel in hull, &c., during the engagement with the rebel ram Roanoke, in Albemarle sound, on the afternoon of 5th instant:

One shot struck smokestack and passed through, scattering fragments over quarter deck; one struck starboard wheel-house, and carried away hand-rail, passing through port quarter boat, tearing away her planking; one shell struck under the starboard counter, passed through, cutting away hang knee under after beam, and bursting in tiller-room, cutting through solid work of after pivot boss, and carrying away two-thirds of second after beam and hang knee on port side, starting two outside planks, and started the decks up under pivot gun, and knocked down the cabin bulkhead, making a total wreck of the tiller-room. The ship is very much shaken from the effects of the rapid firing, making about five inches of water per hour. Several shot and shell passed over our top gear, but did little damage, save cutting away smokestack guys.

During the engagement off Plymouth with the same vessel, the ram ran under our port bow, and scarred the planking for several feet within fourteen inches of the water. A shell from gun No. 3 struck the ram, rebounded and exploded, cutting away port forward boat davit, and fragments passing through deck forward of boiler and starboard waist, and cutting away port smokestack guys, and passing through smokestack.

I have the honor to be your obedient servant,

HENRY S. BUCKLEY,

Carpenter's Mate.

Acting Vol. Lieut. C. A. FRENCH,

*Commanding U. S. Steamer Miami.**Report of Acting Master H. H. Foster.*

UNITED STATES STEAMER CERES,

Albemarle Sound, May 6, 1864.

SIR: I have the honor to report that during the engagement yesterday with the rebel ram, this vessel received no damage, neither were there any casualties.

Very respectfully, your obedient servant,

H. H. FOSTER,

Acting Master, Commanding.

Captain MELANCTON SMITH, U. S. N.,

*Senior Naval Officer, Sounds of North Carolina.**Report of Acting Ensign G. W. Barrett.*

UNITED STATES STEAMER WHITEHEAD,

Off Roanoke River, N. C., May 6, 1864.

SIR: I have the honor to report to you the part taken by this vessel during the engagement of yesterday (5th) with the rebel iron-clad ram Albemarle and gunboat Bombshell.

In obedience to a general signal made by the flag-ship Mattabesett, I weighed anchor at 3.30 and proceeded up the Albemarle sound, following the United States steamer Wyalusing. The rebel ram, accompanied by two steamers, was soon discovered apparently steaming towards us. Went to quarters immediately and prepared for action. At 4.30 the action became general between the leading vessels, Mattabesett, Sassacus, and Wyalusing, and the ram Albemarle.

Owing to the superior rate of speed of the above-named vessels, I was unable to bring my vessel into action until after the rebel steamer Bombshell had surrendered. The rebel steamer Cotton Plant, with a number of launches in tow, having succeeded in making her escape, my attention was then directed to the ram, upon which I opened fire with the 100-pounder rifle, using solid shot first at a distance of 1,000 yards, but it was soon lessened to 400 yards.

The ram, meanwhile, commenced to retreat towards Roanoke river.

Being ordered by you to take my position astern of the United States steamer Miami, and follow up the attack closely, I immediately took the position assigned, but finding that I could not use the 100-pounder rifle effectively, I steamed ahead of the Miami and on a course parallel to that which the rebel steamer was making, until I approached within two hundred yards of her. At this distance we succeeded in making some excellent shots, the projectiles used being solid chilled-end shot, which must have made a serious impression on the iron armor of the ram, as I judged from the appearance of the plating on her when viewed through a glass.

Keeping the ram on my starboard beam, I ran ahead of and across her bows, making a circuit about her.

Notwithstanding the heavy fire which was concentrated on the rebel iron-clad by our vessels, she succeeded, under the cover of approaching darkness, to make good her escape up the Roanoke river. Having ceased firing at 7.30 p. m. we came to anchor off the mouth of the river at 8 with the fleet. I have no casualties to report. Ammunition expended, 17 solid shot, rifle 100-pounder, and 170 pounds common powder.

Very respectfully, your obedient servant,

G. W. BARRETT,
Acting Ensign, Commanding.

Captain MELANCTON SMITH,
Senior Naval Officer, Sounds of N. C.

Additional report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER SASSACUS,
James River, June 24, 1864.

SIR: I respectfully request that the enclosed communication may be appended to my report of May 6, on the engagement with the iron-clad Albemarle.

This paper is a duplicate of one sent to Captain Smith at the time of its date, and I furnish it under the apprehension that the original may not have reached you.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant Commander.

Admiral S. P. LEE,
Com'dg N. A. B. Squadron, James River, Va.

Additional report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER SASSACUS,
Albemarle Sound, N. C., May 7, 1864.

SIR: My attention being called by you to that portion of my report of the *Sassacus*, in the engagement of the 5th instant., in relation to the capture of the *Bombshell*, it will be observed that the *Sassacus* was second in line astern of the *Mattabesett*, and was totally ignorant of what the latter vessel had done.

The *Sassacus*, seeing the *Bombshell* approach her as she was coming around to attack the ram, ordered her to surrender, and go below and anchor, which was done.

I merely narrated the facts which occurred in this vessel, and the *Mattabesett* may have done precisely what the *Sassacus* did, without the latter knowing it.

I trust this will explain any apparent contradictions that may seem to exist in the reports of the two vessels.

I was not aware that she had already surrendered to the *Mattabesett*, as you state she had. Upon questioning Captain Hudgins, who commanded the *Bombshell*, and who is now a prisoner of war on board this ship, he replied: He surrendered his vessel to the second vessel in line; that his flag had not been hauled down to the first; and that no surrender had been made of his vessel until ordered by the *second* vessel in the line to do so, when he struck.

He did not, nor does he, know the name of the vessel to whom he surrendered, but that it was to the second vessel in line.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant, Commanding.

Captain M. SMITH,
Com'dg Naval Forces, Sounds of North Carolina.

Additional report of Captain M. Smith.

UNITED STATES STEAMER MATTABESETT,
Albemarle Sound, N. C., June 4, 1864.

SIR: Your order of May 17, through Rear-Admiral Lee, directing a full report to be furnished of the collision of the *Sassacus* with the rebel ram *Albemarle*, together with a diagram showing the position of the two vessels, is received, and I have the honor to make the following report:

One report from Lieutenant Commander Roe has already been forwarded to Admiral Lee, and I retained two—one from himself, and the other from his executive officer—to avoid multiplying testimony that appeared to me to be much exaggerated; but both reports are now enclosed.

Lieutenant Commander Roe states that he “struck the ram *Albemarle* fairly just abaft his beam, at about nine or ten knots’ speed. The blow jarred and careened her so much that the water flowed freely over her decks.” His executive officer states that “we had a start of three or four hundred yards and were making about eleven knots when we struck her with our prow at right angles on the starboard quarter, at the junction of her after casemate with the hull, forcing her side under water two or three feet.”

It is my impression that the *Sassacus*, when within five hundred yards of the ram, had stopped her engines, and when fairly pointed, commenced steaming towards him, making it apparent that she intended to try the effects of ramming. I remarked to Captain Febiger at that time, “How slow she moves;” and in a

few moments she struck, as represented, *fairly*, and nearly at right angles, causing the water to flow over the *deck* aft.

I subsequently called Lieutenant Commander Roe's attention to the statement made by him in reference to the rate of speed, which he evidently estimated by the number of revolutions, without considering the short distance he had to run, from a dead stand, to reach the ram; but as he was not disposed to make the correction, although I had taken the report on board for that purpose, as well as to examine his injuries, I forwarded it as it was.

I should judge, from the slight injury the vessel sustained, and the short distance that the *Sassacus* was from the ram when heading for him, that her speed did not exceed five knots. The *Albemarle*, as I have since learned, did not sustain the slightest injury from the collision.

Lieutenant Commander Roe also states: "I put three rifle shot into her port, and the muzzles of two of her guns were badly broken." This is evidently a mistake, as the *Albemarle* has but two guns, each one working in three ports, and not a man on board was injured. The muzzle of one gun was broken, and the four deserters from the ram report that it was damaged in the early part of the action on the port side, but they continued to use it throughout the engagement. The stems of the double-enders, as well as the rudder-guards, are nearly perpendicular, are very frail, and are not calculated to run up on the deck. Had they been armed, I am of opinion that the *Sassacus* would have brought sufficient weight upon the deck to have sunk him.

I herewith enclose a diagram of the position of the *Sassacus* and *Albemarle* at the time of collision, and after they had been separated by the ram's steaming ahead. I have sent also to Rear-Admiral Lee a fragment of a solid shot fired from the 100-pounder rifle of the *Sassacus* when close alongside, proving that the various reports heretofore made of the invulnerability of the ram have not been much exaggerated.

I have the honor to be, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer, in Sounds of N. C.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER *SASSACUS*,
Off Bluff Point, Albemarle Sound (Midnight,) Mar 5. 1864.

SIR: I have not had opportunity to send you a written despatch. I have sent you verbal reports by the *Ceres*, which it appears you had not received.

I struck the ram *Albemarle* fairly, just abaft her beam, at about nine or ten knot speed. The blow jarred and careened her so much that the water flowed freely over her decks, and gave her so great a tilt, that I at one time hoped, I should sink her. I kept the engine going, and retained my position there, forcing her broadside to for some ten minutes, hoping some of our gunboats might get up alongside, opposite to me, as she was unable to harm them by ramming. Finding this could not be, and she starting ahead, the *Sassacus* slewed obliquely towards her starboard side, when she fired, raking us, putting a 100-pound rifle shot clean through our starboard boiler, fore and aft. We then fired the pivot rifle, striking her port side, and a fragment of this shot flew back upon my deck. This shot was broken into fragments. I fired again with similar results. I put three rifle shot into her port, and the muzzles of two of her guns were badly broken. The shock of the collision was heavy, but did me no damage that I yet know, except breaking and slewing aside the projection outside the

rudder. She does not leak. I received two severe shots from the ram while alongside of her, which were returned with interest.

After the boiler was burst, the escape of steam blinded everybody from the hurricane deck down to the fire-room. The steam was terrible. One man died instantly, and I shall probably lose four or five more. The chief engineer, Mr. Hobby, is badly scalded, but most nobly and heroically remained at his post, and saved us from a worse disaster, of explosion to the other boiler, and of being helpless. Soon as I drifted round clear of the ram, and amidst the suffocating steam, my men and officers jumped to the guns, and continued pouring out solid shot into the enemy, until we drifted down out of range. The engine was still working slowly on a vacuum, and I succeeded in getting her out of the way of the other gunboats, and was forced to withdraw finally from action only because the engine at last stopped.

In the mean time, before I rammed the ram, the enemy's gunboat Bombshell, with three rifle howitzers and one 20-pounder Parrott, which had been playing upon us, was hulled, and ordered to surrender, which she did, hauling down the rebel flag. I ordered her to drop down below the scene of action and anchor, which she did.

After I got the Sassacus out of the way, I sent the army steam-tug to bring her alongside of me and anchor. This was done. The Ceres came up, and I removed from her the officers and men captured from the Bombshell; they are now on board this vessel. I sent a prize crew to the Bombshell, started her fires, and I believe she is now ready to move under steam.

I was compelled to haul all fires on board of this vessel, but am now trying to get steam on the port boiler. Some pipes are knocked away, yet I hope to get able to move slowly to-morrow. The starboard boiler is, I fear, totally ruined. I have no wounded to speak of from the enemy's shot. We were hulled several times, and the injury to the boiler is, I believe, the most serious I have.

My people behaved most gallantly; the officers nobly. I believe the ram is damaged; but if solid shot split into fragments, and fly back upon my deck, it is a proof that she is more formidable than the Atlanta or Merrimack.

When alongside of her we threw grenades down her hawse hatch from aloft. I had charges of powder prepared ready to throw down her stack, but could not do it from aloft.

She played musketry upon me severely all the time. I was well prepared for my work, and so far as I can know, the efforts to run her down was fairly made. She is too strong for us.

I regret most profoundly that I was obliged to drift out of the fight just as it was becoming interesting, and when my services were still needed, but I fear I am now totally *hors de combat*. I shall await your orders here, as I learn the enemy has been driven out of the sound into his retreat. If we did not gain a victory, we have not suffered a defeat, and the enemy was driven before our wooden boats.

Be pleased to send me instructions about the Bombshell and my own ship. I will endeavor to send you a more specific report soon, and I pray you will excuse this hasty and imperfect one.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,

Lieutenant Commander.

Captain M. SMITH,

Commanding Naval Forces, Sounds of North Carolina.

Report of Acting Master C. A. Boutelle.

UNITED STATES STEAMER SASSACUS,
Albemarle Sound, May 6, 1864.

SIR: I have the honor to submit the following report of damages received in the master's department of this ship during her engagement with the rebel iron-clad ram Albemarle and her consort, the rebel steamer Bombshell, on the 5th instant. In ramming the Albemarle, we had a start of three to four hundred yards, and were making about eleven knots when we struck her with our prow at right angles on her starboard quarter at the junction of her after casemate with the hull, forcing her side under water two or three feet, and pushing her broadside to before us; our bow then resting on her quarter, her engine working ahead, bringing a heavy strain across our bow, our outer or false stem with its ram, which had been started by the shock of collision, were forced off, the stem splintering from two and a half feet below the rail to the lower part of the rudder, and hanging by the lower portion across our bow on the starboard side, starting and splintering the outer wood ends, and tearing away all of the false bow forward of the rudder, which is apparently not materially injured on its inner portion, as it moves quite freely by the use of the wheel. The position in which we lay when first striking the ram rendered it impossible for him to train any of his guns upon us, but the headway of the two vessels, exerted at right angles, forced her gradually round on our starboard bow, when he fired two six-inch rifle shots into us in rapid succession. The first of these, fired from his after gun so near as to cover our bow with smoke and burned powder, entered ten feet abaft the stem and three feet above the copper on the starboard side, passing through the yeoman's storeroom, thence diagonally across the berth-deck, and striking between the skin and the back of the fifth hanging knee from forward on the port side, cut through the ship's side at an angle of about twenty degrees, and fell in the water astern. This shot was immediately followed by a similar one from his forward gun, which shot entering abreast of the foremast four feet above the water on the starboard side, crushed obliquely through the side, cutting through the back of hanging knee, and leaving the inside of the ceiling about seven and one-half feet abaft where it first struck on the outside. From thence it passed through the throat of the next hanging knee, through the dispensary and bulkhead, starboard coal-bunker, passing on through the starboard boiler, and keeping on through the engine-room, cut in two a three-inch iron stanchion, thence through steerage and wardroom bulkheads, smashing doors and sideboard, cutting through magazine screen, when striking an oak stanchion—which it splintered—it glanced at right angles and lodged in one of the starboard state-rooms. Many other shot passed over the ship, one of them cutting through the boarding netting two feet above the rail on port quarter, but most of them passing between the spars and rigging, which were not injured. In clearing the ram, our starboard wheel passed over her stern, crushing a launch which she was towing, and injuring the buckets and braces more or less on her hull. On examination I find that the shot holes are all well above the water-line, and as the ship makes no more water than usual, I think her actual injury to the hull much less than would seem a natural result from so tremendous a shock.

I have the honor to be, sir, very respectfully, your obedient servant,

C. A. BOUTELLE,
Acting Master, U. S. N.

Lieutenant Commander FRANCIS A. ROE,

U. S. Steamer Sassacus, Albemarle Sound, N. C.

Additional report of Captain M. Smith.

UNITED STATES STEAMER MATTABESSETT,
Albemarle Sound, N. C., May 24, 1864.

SIR: I have to report that the ram made his appearance to-day for the first time since the engagement of the 5th instant. He came down in sight of the picket boats stationed off the mouth of the Roanoke river, with head up stream, and was accompanied by a row-boat that pulled several times diagonally across the river as if dragging for torpedoes. The Whitehead fired a shell which exploded near his stern, when the Albemarle immediately steamed up the river.

I have heard from contrabands and refugees direct from Plymouth that the plating of the ram was much injured; that four of our shots penetrated his outer armor, and that the concussion caused by our fire was so severe that it was found impossible to keep a light burning, and that one of the guns was rendered useless. What repairs have been made is not known.

I am of the opinion, from the intelligence received from Plymouth, that they are evacuating the place. Several guns have been sent up the river, and large loads of furniture are being towed up by every steamer. The guns of the Southfield have been raised; one has been sent away, and two are on the wharf ready for transportation. I have informed the commanding general at Newbern of the state of affairs at Plymouth, and signified my desire to co-operate with him in retaking the place if he could spare the necessary force, as I have heard from a reliable source that they have but two hundred men and the ram to guard it. * * * * *

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer, in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron.

CAPTURE OF THE REBEL STEAMER BOMBSHELL.

UNITED STATES STEAMER MATTABESSETT,
Albemarle Sound, N. C., May 24, 1864.

SIR: I have the honor to report the capture of the rebel steamer Bombshell, with thirty-three prisoners, on the 5th of May, 1864, by the vessels under my command, during the engagement with the rebel ram Albemarle. The Bombshell was originally an armed United States steamer, sunk by the rebel batteries at Plymouth on the 18th of April last, during the attack upon that place, and was subsequently raised, fitted out, and accompanied the ram as a consort. The vessels entitled to share in the capture are the Mattabesett, Wyalusing, Ceres, Sassacus, Miami, Commodore Hull, and Whitehead. Acting Master's Mate John Woodman, of the United States steamer Ceres, has been sent as prize master, with the necessary papers and witnesses, to the United States district judge for the southern district of New York.

Full reports from the commanders of the vessels, with a list of the prisoners, have been forwarded to Rear-Admiral Lee, with a duplicate of the survey and appraisal of the vessel.

I am, sir, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer, in Sounds of North Carolina.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

ATTEMPT TO DESTROY THE REBEL RAM ALBEMARLE.

UNITED STATES STEAMER MATTABESSETT,
Albemarle Sound, N. C., May 30, 1864.

SIR: I have to report that an effort was made on the 25th instant, at 11 o'clock p. m., by five volunteers from the steamer Wyalusing, to destroy the iron-clad Albemarle.

The party left at 2 o'clock p. m. on the 25th instant, (having made a reconnoissance two days before,) and ascended the Middle river in the Mattabesett's dingey, with two torpedoes, (each containing one hundred pounds of powder,) and their appendages, which they transported on a stretcher across the island swamps. Charles Baldwin, coal-heaver, and John W. Loyd, cockswain, then swam the Roanoke river, with a line, and hauled the torpedoes over to the Plymouth shore, above the town. They were then connected by a bridle, floated down with the current, and guided by Charles Baldwin, who designed to place them across the bow of the ram—one on either side—and Allen Crawford, fireman, who was stationed on the opposite side of the river, in the swamp, was to explode them on a given signal.

Everything had worked favorably from the time of starting, until the torpedoes were within a few yards of the ram, when Baldwin was discovered, and hailed by a sentry on the wharf.

Two shots were then fired, and a volley of musketry, which induced John W. Loyd, who heard the challenge and reports of small arms, to cut the guiding line, throw away the coil, and swim the river again to join John Laverty, fireman, who was left in charge of his clothes and arms. These two men, with the boat-keeper, Benjamin Loyd, coal-heaver, returned to the ship the morning of the 27th, after an absence of thirty-eight hours in the swamps, encountering the additional discomfort of a rainy day and night.

Two days' unsuccessful search was made for Baldwin and Crawford, both of whom made their appearance on Sunday, the 29th instant, much fatigued by travel, and somewhat exhausted from the loss of food. No traces of their intended designs were left behind them. I cannot too highly commend this party for their courage, zeal, and unwearied exertion in carrying out a project that had for some time been under consideration. The plan of executing it was their own, except in some minor details, and although defeated in their purpose, (by accidentally fouling a schooner,) I deem it my imperative duty to recommend John W. Loyd and Charles Baldwin to be promoted to a higher grade, and that all receive the "medal of honor" and pecuniary reward awarded by act of Congress for distinguished services.

Four deserters from the rebel ram Albemarle were brought on board by the picket boat yesterday, but I cannot, without delaying the army boat, communicate the intelligence they bring. They state, however, that the ram Neuse is afloat, and ready in all respects for service.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer, in Sounds of N. Carolina.

Acting Rear-Admiral S. P. LEE,

Com'dg North Atlantic Blockading Squadron.

CAPTURE OF THE SCHOONER ANN C. DAVENPORT.

UNITED STATES STEAMER CERES,
Albemarle Sound, May 14, 1864.

SIR: In obedience to your order, I proceeded on the 12th instant, with the United States steamer Ceres under my command, to the mouth of the Alligator

river, where I anchored at 6.30 p. m. On the 13th instant, at 4.45 a. m., I was joined by the steamer Rockland, with one hundred soldiers on board. We proceeded in company to Simmonds's mill, on the Little Alligator, five miles from from its mouth; I there found the schooner Ann C. Davenport, of forty-five tons, of Plymouth, North Carolina, said by the persons living at the mill to belong to Samuel S. Simmonds, of Columbia, North Carolina, whom I understand to be a notorious rebel, having taken the oath of loyalty to the United States government and violated the same. There were about seven thousand feet of yellow pine lumber in the vessel. We could find no papers belonging to her. I landed with a party of men, accompanied by forty soldiers, for the purpose of disabling the mill, as I learned from the miller that they had lately been engaged in grinding corn for the rebels. I removed portions of the engine to the steamer Rockland, to be taken to Roanoke island. I caused about one hundred bushels of corn to be taken from the mill and put on board the schooner. I destroyed one large flat, used for transporting grain. I sent the Rockland, with the schooner in tow, to the mouth of the river, and followed down shortly after; anchored the schooner at the mouth of Little Alligator, in charge of ten soldiers, and started for Gum Neck, in company with the Rockland, where we arrived at 6 p. m.; found Gum Neck landing and warehouse destroyed by the rebels. The captain in charge of the soldiers desired to return. As we could hear nothing of the barges mentioned by you in your order, I came to the conclusion that they were in the canal, (leading to Fairfield from the Alligator,) which is too narrow to admit this vessel. I returned to the mouth of the Alligator, found the weather too hazy to cross the shoal, and came to anchor there. At 4.30 this morning got under way, joined the fleet and reported to you.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

Captain MELANCTON SMITH,
Senior Naval Officer, Sounds of North Carolina.

DESTRUCTION OF A DISTILLERY NEAR EDENTON, NORTH CAROLINA.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,
James River, June 20, 1864.

SIR: Captain Smith reports, under date of June 11, that he ordered a boat to be sent on the afternoon of the 8th from the Mattabesett, with an officer and ten (10) men to destroy a distillery on the creek near Edenton, a resort for the guerillas who infest that neighborhood to the great discomfiture of many good Union citizens residing there.

The boilers were cut, brick foundations destroyed, mash-tubs broken up, five (5) barrels of whiskey stove in, and still more removed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

REMOVAL OF TORPEDOES AT THE MOUTH OF THE ROANOKE RIVER.

FLAG-SHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, Va., July 18, 1864.

SIR: I enclose a communication, dated 12th instant, from Commander Macomb, United States steamer Shamrock, reporting that he sent Lieutenant Commander

English, United States steamer Wyalusing, on the 10th instant, to take up the torpedoes at the mouth of Roanoke river to prevent their falling into the enemy's hands; the party in charge of them having been captured, as reported in my No. 399 of July 10, and several unsuccessful searches having been made for them, Lieutenant Commander English sent an armed launch and two (2) cutters for this purpose. The torpedoes could not be raised; the lines by which they were attached to the shore having rotted, parted under the strain; dragging was also unsuccessful, and it was therefore necessary to explode them. But one of the three (3) exploded; of the other two (2) one trigger wire pulled out with the primer, and the other broke. The other line of torpedoes at the mouth of the river, arranged to explode on contact, was left undisturbed.

Lieutenant Commander English learned at Edenton that the rebels were constructing another ram, to be completed by September first, proximo, the engines and plating being sent from Wilmington, taken from the ram wrecked there.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Macomb.

UNITED STATES STEAMER SHAMROCK,

July 12, 1864.

SIR: After the capture of the party in charge of torpedoes at the mouth of Roanoke river, on the 6th instant, and when several unsuccessful searches had been made for them, I thought it best, to prevent the torpedoes from falling into the hands of the enemy, to have them removed, as the parties attending them are so liable to capture. Accordingly, on the 10th instant, I sent Lieutenant Commander English to have them taken up, or, in case this could not be done, to explode them. He therefore detailed an armed party, with a launch mounting a howitzer, in command of Acting Ensign Fossett, and the cutters of the Whitehead and Hull, in charge of Acting Ensign Barrett, who were to perform the duty. They proceeded up the river, and attempted to raise the torpedoes by the line attaching them to the shore, but this had lain so long under water as to become rotten, and parted under the strain. After repeated dragging it was found impossible to raise them in that way, and they were therefore obliged to explode them. Of the two first attempted, one trigger wire pulled out with the primer attached, and the other broke off. The third one exploded properly. This was all of that line of torpedoes; the other lines (which explode by the contact of passing vessels) were left in their places, they requiring no attendance. Captain English says that while at Edenton he learned that the rebels were constructing another ram, to be ready by the first of September, 1864. Engines and plating being sent from Wilmington, taken from the ram that was wrecked there. The concussion torpedoes referred to above are those at the mouth of the river.

I am, sir, very respectfully,

W. H. MACOMB,

Commander and Senior Officer, Sounds, N. C.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads, Va.

EXPEDITION UP THE SCUPPERNONG RIVER, N. C.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,
Hampton Roads, Va., July 18, 1864.

SIR: I enclose a communication from Commander Macomb, of the Shamrock, dated, 18th instant, reporting that on the 12th he sent Lieutenant Commander English, in command of the Ceres and Whitehead, to ascend the Scuppernong river, in co-operation with a detachment of eighty (80) men, under command of Lieutenant Colonel Clarke, to burn the bridge at Columbia, to prevent the rebels from transporting supplies to their army at Plymouth. The expedition was entirely successful, effectually destroying the bridge, and disabled a large grist-mill. No opposition was encountered.

I enclose also (2) copy of Commander Macomb's orders to Lieutenant Commander English, and his report, (3,) both enclosed in No. 1.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander William H. Macomb.

UNITED STATES STEAMER SHAMROCK,
Albemarle Sound, July 18, 1864.

SIR: On the 12th instant I sent an expedition, consisting of the Ceres and Whitehead, under the command of Lieutenant Commander Earl English, for the purpose of co-operating with a force of about 80 men, under command of Lieutenant Colonel Clarke, from Roanoke island, who was under orders from General Palmer to ascend the Scuppernong river as far as Columbia, and burn the bridge at that place, in order to prevent the rebels from transporting supplies to their army at Plymouth. The expedition was successful.

Much credit is due to Lieutenant Commander English and the commanders of the Ceres and Whitehead for their prompt and efficient manner of performing their duty.

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB,
Commander and Senior Officer, Sounds of North Carolina.

P. S.—I enclose for your information a copy of my orders to Lieutenant Commander English, and his report to me of the result of the expedition.

W. H. MACOMB.

Instructions to Lieutenant Commander Earl English.

UNITED STATES STEAMER SHAMROCK,
July 12, 1864.

SIR: You will take command of the expedition which is to proceed to Columbia, on the Scuppernong river, for the purpose of destroying the bridge at that place, and capturing grain which is being transported across that river.

You will co-operate with Lieutenant Colonel William W. Clarke, who goes up with the expedition, on the Ella May, in command of the troops, protecting his landing and embarkation, and otherwise forwarding the objects of the expedition.

Very respectfully, your obedient servant,

WILLIAM H. MACOMB,

Commander and Senior Officer, Sounds of North Carolina.

Lieutenant Commander EARL ENGLISH,

Commanding United States Steamer Wyalusing.

Report of Lieutenant Commander Earl English.

UNITED STATES STEAMER SHAMROCK,

Albemarle Sound, July 13, 1864.

SIR: In obedience to your order of the 12th, I took command of the naval part of the expedition, consisting of the Whitehead and Ceres, and accompanied the steamer Ella May, under command of Lieutenant Colonel William W. Clarke, up the Scuppernong river, as far as Columbia, when they landed and effectually destroyed, by burning, the bridge which crosses the river. They likewise disabled the large grist mill at that place.

We did not meet with any resistance.

I am, very respectfully, your obedient servant,

EARL ENGLISH,

Lieutenant Commander.

Commander W. H. MACOMB,

Commander U. S. Naval Squadron, Sounds of North Carolina.

JOINT ARMY AND NAVAL EXPEDITION UP THE CHOWAN RIVER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG SHIP, N. A. B. SQUADRON,

Beaufort, North Carolina, August 18, 1864.

SIR: Commander Macomb reports, under date of the 31st ultimo, received on the 3d instant, that he sent the Whitehead on the 28th ultimo on an expedition up the Chowan river, to co-operate with a military force sent up on the steamers Thomas Collyer and Massasoit. The expedition proved successful, capturing the steamer Arrow, at Gatesville, and ninety (90) bales of cotton and eighty (80) boxes of tobacco at that place and at Hinton. When the Whitehead was ready to return, John Kenny, boatswain's mate, was missing; after waiting half an hour, the vessel proceeded down the river. Commander Macomb encloses Acting Ensign Barrett's report, and recommends him strongly for promotion; which recommendation I approve.

Commander Macomb also reports that a body of United States cavalry and some pieces of artillery have arrived at Edenton, probably from a raid through southern Virginia; and that they have captured the rebels who have been reported as carrying on a contraband trade through the Dismal Swamp canal. I enclose Commander Macomb's report, with its enclosures.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER SHAMROCK,

July 31, 1864.

SIR: I have the honor to report that on the 28th instant, in compliance with a request from General Palmer, I sent the United States steamer Whitehead to convoy and co-operate with an expedition sent by the general up the Chowan river, consisting of the Thomas Collyer and Massasoit, with a detachment of troops, under command of Lieutenant Ward, of his staff.

The expedition was entirely successful, bringing away ninety bales of cotton and eighty boxes of tobacco. I enclose a copy of Acting Ensign Barrett's report to me on the subject.

I take great pleasure in recommending Acting Ensign Barrett for promotion; he has been in these sounds ever since we have had a squadron in there. I have sent him with every expedition since my arrival here, and to judge by the efficient manner in which he performs his duty, he must have been sent frequently on such service by other commanding officers of the squadron.

The Whitehead has just arrived at this station on her way to Newbern for repairs, and reports that a body of cavalry and some pieces of artillery (United States) have arrived at Edenton. He thinks they have been on a raid through southern Virginia. I shall go up to Edenton to-day to communicate with them.

Captain Barrett also says that these troops have captured the rebels whom I mentioned as carrying on a contraband trade through the Dismal Swamp canal in a previous communication, (No. 6.)

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.**Report of Acting Ensign G. W. Barrett.*

UNITED STATES STEAMER WHITEHEAD,

Albemarle Sound, N. C., July 29, 1864.

SIR: I have the honor to report that, in obedience to your orders, I weighed anchor on the morning of the 28th, and proceeded up the Chowan river, in company with the army steamers Thomas Collyer and Massasoit.

We arrived off Hinton at 11.30 a. m., when a company of soldiers was landed and captured three bales of cotton, one hundred boxes of tobacco, — pounds of bacon, and also destroyed a quantity of salt. We then proceeded up the river, with the Thomas Collyer and Massasoit, as far as Barton's mill, where a search was made for contraband goods, but without success. At 2.30 p. m. we started down the river, and arrived off Gatesville ferry at 4.30, where we stopped, and a detachment of soldiers was landed from the Massasoit. The troops marched to Gatesville and captured the steamer Arrow and ten bales of cotton. I sent an officer from this vessel with the pilot and a quartermaster to bring her down the creek, which they succeeded in doing. The following morning (29th) I took the Arrow in tow and proceeded down the Colerain, where I arrived at 8.30 a. m., and landed a working party of twenty-five men from this vessel to load the steamer Thomas Collyer with cotton. We succeeded in getting all the cotton, consisting of ninety (90) bales, and also eighty boxes of tobacco, safely on board by 7 p. m. When ready to leave, one of the crew of this vessel, John Kenny, (boatswain's mate,) was missing, and after a fruitless

search for him of half an hour, we proceeded down the river and arrived and anchored near the United States steamer Mattabesett, off the mouth of the Chowan river, at 11.10 p. m. During the expedition the rudder of this vessel became disabled, owing to the shoe breaking or becoming detached from the iron stern-post, thus leaving no support to the heel of the rudder. It is now in a very unsafe condition, and not to be depended on in an emergency.

I remain, very respectfully, your obedient servant,

G. W. BARRETT,
Acting Ensign, Commanding.

Commander W. H. MACOMB,
Senior Naval Officer, Sounds of North Carolina.

DESTRUCTION OF THE REBEL RAM ALBEMARLE.

Letter of Rear-Admiral D. D. Porter, transmitting reports of Commander Macomb and Lieutenant Cushing.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Hampton Roads, November 1, 1864.

SIR: I have the honor to enclose herewith copies of the reports of Commander Macomb, dated October 29, 1864, and of Lieutenant Cushing, dated October 30, 1864, of the destruction of the rebel ram Albemarle, at Plymouth, North Carolina, on the night of October 27th ultimo, by the steam torpedo launch, under command of Lieutenant Cushing.

I have the honor to be, &c.,

DAVID D. PORTER,
Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander W. H. Macomb.

U. S. STEAMSHIP SHAMROCK,
Albemarle Sound, North Carolina, October 29, 1864.

ADMIRAL: I have the honor to report that, on the night of the 27th instant, Lieutenant W. B. Cushing ascended the Roanoke river in his torpedo boat, having the second cutter of this vessel in tow, for the purpose of blowing up the ram Albemarle, at Plymouth. He passed the Southfield without being noticed, and arrived within short distance of the ram before he was discovered, when he cast loose the cutter, ordering it to board the Southfield and capture the picket stationed there, while he attacked the ram with his torpedo.

Although the enemy kept up a severe fire of musketry, and with howitzers mounted on the wharf, Lieutenant Cushing succeeded in exploding his torpedo under the Albemarle at the same instant that the gun of that vessel (to which they were directly opposite) was fired on the torpedo boat, which immediately filled, and the lieutenant ordered his officers and men to save themselves, and jumped overboard. He was picked up by the Valley City on the night of 28th.

From circumstances which have since occurred, and which I will explain in a detailed report by the first opportunity, I am able to inform you that the ram was sunk.

Very respectfully,

W. H. MACOMB, *Commander, &c.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Report of Lieutenant W. B. Cushing.

ALBEMARLE SOUND, N. C., October 30, 1864.

SIR: I have the honor to report that the rebel iron-clad Albemarle is at the bottom of the Roanoke river.

On the night of the 27th, having prepared my steam launch, I proceeded up toward Plymouth, with thirteen officers and men, partly volunteers from the squadron. The distance from the mouth of the river to the ram is about eight miles, the stream averaging in width some two hundred yards, and lined with the enemy's pickets. A mile below the town was the wreck of the Southfield, surrounded by some schooners, and it was understood that a gun was mounted there to command the bend. I therefore took one of the Shamrock's cutters in tow, with orders to cast off and board at that point if we were hailed.

Our boat succeeded in passing the picket, and even the Southfield, within twenty yards, without discovery, and we were not hailed until by the look-outs on the ram. The cutter was then cast off and ordered below, while we made for our enemy under a full head of steam.

The rebels sprung their rattles, rang the bell, and commenced firing, at the same time repeating their hail, and seeming much confused.

The light of a fire ashore showed me the iron-clad, made fast to the wharf, with a pen of logs around her about thirty feet from her side.

Passing her closely, we made a complete circle, so as to strike her fairly, and went into her bows on. By this time the enemy's fire was very severe, but a dose of canister, at short range, served to moderate their zeal and disturb their aim. Paymaster Swan, of the Otsego, was wounded near me, but how many more I know not. Three bullets struck my clothing, and the air seemed full of them.

In a moment we had struck the logs, just abreast of the quarter-port, breasting them in some feet, and our bows resting on them. The torpedo-boom was then lowered, and, by a vigorous pull, I succeeded in diving the torpedo under the overhang, and exploded it at the same time that the Albemarle's gun was fired. A shot seemed to go crashing through my boat, and a dense mass of water rushed in from the torpedo, filling the launch and completely disabling her.

The enemy then continued his fire at fifteen feet range, and demanded our surrender, which I twice refused, ordering the men to save themselves, and removing my own coat and shoes. Springing into the river, I swam, with others, into the middle of the stream, the rebels failing to hit us.

The most of our party were captured, some drowned, and only one escaped besides myself, and he in a different direction. Acting Master's Mate Woodman, of the Commodore Hull, I met in the water half a mile below the town, and assisted him as best I could, but failed to get him ashore.

Completely exhausted, I managed to reach the shore, but was too weak to crawl out of the water until just at daylight, when I managed to creep into the swamp, close to the fort. While hiding a few feet from the path, two of the Albemarle's officers passed, and I judged from their conversation that the ship was destroyed.

Some hours' travelling in the swamp served to bring me out well below the town, when I sent a negro in to gain information, and found that the ram was truly sunk.

Proceeding through another swamp, I came to a creek and captured a skiff belonging to a picket of the enemy, and with this, by eleven o'clock the next night, had made my way out to the Valley City.

Acting Master's Mate William L. Howorth, of the Monticello, showed, as usual, conspicuous bravery. He is the same officer who has been with me twice in Wilmington harbor. I trust he may be promoted when exchanged, as well

as Acting Third Assistant Engineer Stolesbury, who, being for the first time under fire, handled his engine promptly and with coolness. All the officers and men behaved in the most gallant manner. I will furnish their names to the department as soon as they can be procured.

The cutter of the Shamrock boarded the Southfield, but found no gun. Four prisoners were taken there.

The ram is now completely submerged, and the enemy have sunk three schooners in the river to obstruct the passage of our ships.

I desire to call the attention of the admiral and department to the spirit manifested by the sailors on the ships in these sounds. But few men were wanted, but all hands were eager to go into the action, many offering their chosen shipmates a month's pay to resign in their favor.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant United States Navy.

The name of the man who escaped is William Hoftman, seaman, on the Chickopee. He did his duty well, and deserves a medal of honor.

Respectfully,

W. B. CUSHING, U. S. N.

Rear-Admiral D. D. PORTER,
Commanding N. A. Blockading Squadron.

Complimentary letter to Lieutenant W. B. Cushing.

NAVY DEPARTMENT,
November 9, 1864.

SIR: Your report of October 30 has been received, announcing the destruction of the rebel iron-clad steamer Albemarle, on the night of the 27th ultimo, at Plymouth, North Carolina.

When last summer the department selected you for this important and perilous undertaking, and sent you to Rear-Admiral Gregory at New York to make the necessary preparations, it left the details to yourself to perfect. To you and your brave comrades, therefore, belongs the exclusive credit which attaches to this daring achievement. The destruction of so formidable a vessel, which had resisted the combined attack of a number of our steamers, is an important event touching our future naval and military operations. The judgment, as well as the daring courage displayed, would do honor to any officer, and redounds to the credit of one of twenty-one years of age.

On four previous occasions the department has had the gratification of expressing its approbation of your conduct in the face of the enemy, and in each instance there was manifested by you the same heroic daring and innate love of perilous adventure; a mind determined to succeed, and not to be deterred by any apprehensions of defeat.

The department has presented your name to the President for a vote of thanks, that you may be promoted one grade, and your comrades also shall receive recognition.

It gives me pleasure to recall the assurance you gave me at the commencement of your active professional career, that you would prove yourself worthy of the confidence reposed in you, and of the service to which you were appointed. I trust you may be preserved through further trials; and it is for

yourself to determine whether, after entering upon so auspicious a career, you shall, by careful study and self-discipline, be prepared for a wider sphere of usefulness on the call of your country.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant W. B. CUSHING, U. S. N.,
Washington.

MISCELLANEOUS.

DESTRUCTION OF THE STEAMER BENDIGO, BLOCKADE RUNNER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP FAH-KEE,
Off Wilmington, North Carolina, January 4, 1864.

SIR: I have the honor to report that yesterday, the 3d instant, at about 11 o'clock a. m., while standing up the coast from Little River inlet towards Wilmington bar in this vessel, a steamer was discovered lying at the entrance of Lockwood's Folly inlet, apparently ashore; smoke issuing from her, and her appearance and position indicated that the steamer was a blockade runner, and that she had been fired and abandoned by her crew, who were seen leaving her hastily in boats. Going in to within 800 yards of the steamer, as near as the depth of the water would allow, I despatched three boats to board the steamer, and if possible get her afloat, protecting them with the guns of this vessel.

The boats were fired upon by sharpshooters of the enemy as they boarded the steamer; but then, and at other times during the day, their fire was silenced by the battery of this vessel.

The steamer proved to be the blockade runner Bendigo, mentioned in consular despatches as plying between Nassau and Wilmington; is an iron paddle-wheel steamer of about 178 tons. She had been set on fire, and the wood work in her after part was burning still, although almost entirely consumed. She was aground close to the beach along her entire length, and had no cargo or freight of any description on board. Her centre compartment was filled with water to the depth of seven feet.

After great efforts with kedges and hawsers to get her afloat at high tide, during which time the officers and men were occasionally annoyed by the enemy's fire from the shore, and the enemy were placing in a position inaccessible to this ship some field-pieces, which would command the Bendigo, I was compelled to order the withdrawal of the boats, and her further destruction by directing upon her the fire of this vessel's guns. The Fort Jackson, Iron Age, Montgomery and Daylight, were sent by me yesterday to complete the destruction of the Bendigo, and by the reports of the officers commanding the Iron Age and Daylight, made this morning, such destruction is complete. They report her hull and boilers riddled by shot and shell, several feet of water in her hold, and firmly bedded in the sand. The wood-work in her former part as well as her after was entirely consumed by fire.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.
HON. GIDEON WELLES;
Secretary of the Navy.

DESTRUCTION OF THE BLOCKADE-RUNNING STEAMERS RANGER AND VESTA.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Lockwood's Folly Inlet, January 11, 1864.

SIR: At daylight this morning a steamer was seen beached and burning one mile west of this inlet. Mr. O'Conner from this ship boarded her, with the loss of one man, shot under the fire from the enemy's sharpshooters occupying rifle-pits on the sand hills, which were high and near, and got her log-book, from which it appears that she is the Ranger; that she left Newcastle November 11, 1863, for Bermuda, where, after touching at Teneriffe, she arrived on the 8th December; that she sailed from Bermuda January 6, 1864, made our coast January 10, about five miles NE. of Murrill's inlet, and landed her passengers. The next morning at daylight, intercepted by this ship, the Daylight, Governor Buckingham, and Aries, in her approach to Western bar, she was beached and fired by her crew as above mentioned. The attempts of the Governor Buckingham, aided by the Daylight and Aries, to extinguish the fire and haul the Ranger off, were frustrated by the enemy's sharpshooters, whose fire completely commanded her decks. This ship, drawing about twenty-four (24) feet, was taken in four and one-half (4½) fathoms of water in front of the wreck, and the other vessels stationed to cross-fire on the riflemen on the sand-hills opened a deliberate fire with a view to dislodge the enemy, and allow an attempt to haul off the Ranger at high water at night. Meanwhile the Ranger was burning freely forward, and the commanding officers of the Governor Buckingham and Daylight, who had a good view of her situation, thinking that it was not practicable to get her off, she was also fired into, which, as her hatches were closed, had the effect of letting the air in, when the fire burnt freely aft, and doubtless burnt the Ranger out completely. Meanwhile black smoke was rising in the direction of Shallot inlet, and the Aries, withdrawn last night from her station there, was ordered to chase; she soon returned, and Acting Volunteer Lieutenant Devens reported a fine looking, double propeller blockade runner, resembling the Ceres, beached and on fire between Tubb's and Little River inlets, and that the enemy's sharpshooters prevented the boats from boarding her. This was probably the same steamer that was chased the previous evening by the Quaker City, Tuscarora, and Keystone State, and escaping from them, made the western shore, where communicating and learning of the presence of the blockaders in force, and perhaps being short of coal, she was beached by her crew and fired rather than be captured. The department will perceive that this is the twenty-second (22d) steamer lost by the rebels and the blockade-runners attempting to violate the blockade of Wilmington within the last six months, an average of nearly one steamer every eight (8) days. These losses must greatly lessen the means of the rebel authorities to export cotton, obtain supplies, and sustain their credit, and thus dispirit and weaken them very much.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Edward F. Devens.

UNITED STATES STEAMER ARIES,
Off Little River, January 12, 1864.

SIR: I would most respectfully report that the steamer stranded between Tubb's inlet and Little river is the blockade runner Vesta. Boarded her this a. m. made a hawser fast to her, but on examining her found her whole star-board side opened and several of the plates split; took two anchors from her, which was all we could save. The Vesta was exactly like the Ceres. I left her a complete wreck, with five feet of water in her; her boats lay on the beach badly stove.

Very respectfully, your obedient servant,

EDWARD F. DEVENS.

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee,
Commanding N. A. B. Squadron.

DESTRUCTION OF SALT WORKS NEAR BEAR INLET, NORTH CAROLINA.

Report of Rear-Admiral S. P. Lee.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Wilmington, North Carolina, January 14, 1864.

SIR: I have the honor to report the result of a joint army and navy expedition from Beaufort, North Carolina, for the purpose of capturing the salt landed by the Bigelow (the abandoned prize of the army transport Fulton) at Bear inlet, and the cargo of naval stores reported to have been collected there for shipment in her, previous to her destruction by the Mount Vernon, of this squadron, as reported by me.

I arrived at Beaufort on December 24, and found preparations for the expedition being made under Commodore Dove's directions. I directed that the Daylight and Howquah should offer their services to Colonel Jourdan, 158th New York State volunteers, (commanding the military force,) to transport troops. This offer was thankfully accepted. The vessels accordingly left Beaufort on the morning of the 24th, having an armed launch from the Iron Age, and some lighters, and carrying the troops, portions of the 158th New York State volunteers and the 9th Vermont volunteers, arriving off Bear inlet about 4 p. m. The troops were sent into the inlet in boats, eight (8) in number; only two landed that night, the tide being two low. Early on the following morning they proceeded up the inlet, found no naval stores, (as I learned when at Bear inlet the next day in the Fah-kee,) but destroyed without loss or serious opposition three salt works, one hundred and fifty (150) sacks of salt, and a large number of empty barrels for spirits of turpentine. The boats returned to the vessels about 1 p. m., and they immediately returned to Beaufort, arriving at 5.30 p. m. The commanding officers of both vessels and Colonel Jordon commend the good conduct of the officers and men of the navy concerned in this expedition. This inlet was found to have eight (8) feet water on the bar at high tide.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

DESTRUCTION OF THE BLOCKADE-RUNNER DARE.

*Report of Acting Rear-Admiral S. P. Lee.*UNITED STATES FLAG-SHIP MINNESOTA,
At sea, January 20, 1864.

SIR: I have to report that on the occasion of the destruction of the blockade runner steamer Dare by the Montgomery and Aries, on the 7th instant, a boat from each vessel was swamped in the surf, and the officers and men of each fell into the hands of the enemy. Enclosed are original lists of those so lost. I have directed Acting Volunteer Lieutenants Fancon and Devens to transfer the accounts of these officers and men to the Fourth Auditor, and to send their effects, properly put up, with full lists, to the commanding officer of the United States store-ship Brandywine, at Hampton Roads.

Acting Volunteer Lieutenant Devens mentions thus favorably in his report Acting Master J. W. Balch, of the Aries:

“Allow me to mention the gallant conduct of Acting Master J. W. Balch, executive officer of this ship. When the boat was capsized he swam ashore with two men and brought me off again to the Montgomery’s launch on his back. He has suffered four months’ imprisonment in Richmond, having been captured at the loss of the Columbia, in January, 1863. He is a good seaman, and true and loyal, and would do his duty well as a commanding officer.”

I have ordered Acting Master Balch to temporary duty on the Howquah, to relieve Acting Volunteer Lieutenant J. McDiarmid, to whom I have given permission to apply in person to the department for the command of the Ella.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

*Report of Acting Volunteer Lieutenant E. F. Devens.*UNITED STATES STEAMER ARIES,
Off Little River, January 9, 1864.

SIR: I have the honor to report that at 6.45 a. m., while lying with the entrance of Little river bearing west, two and a half miles distant, discovered a strange steamer standing to the east-southeast, with the United States steamer Montgomery in chase of her; weather very thick, squally and foggy at the time. Gave chase immediately, keeping stranger in sight—gaining on him; Montgomery still astern, still chasing. At 8.30 a. m. thick fog set in and continued until 9.30 a. m., when the fog lifted. Discovered the chase in sight, bearing about south, and standing to the southward and westward—still gaining on her. At this time commenced firing at him with the rifled guns, the shot apparently falling close to and over him. Land in sight. At 12.30 p. m. she hauled to the westward, and at 1 p. m. ran on the beach close to North inlet, South Carolina. At 1 p. m. came to anchor in four fathoms water—Georgetown light bearing south-southwest, distance ten miles. Immediately sent two armed boats to board the steamer and get her off, if possible; if not,

to destroy her. At 4.30 p. m. boats returned and reported her to be the confederate steamer Dare. Surf running so high, could do nothing to get her off; set her on fire in three places.

It becomes my sad duty to report that the second cutter was swamped while coming through the surf; two officers and seven men belonging to this ship are now prisoners in the hands of the enemy. At 8 a. m. of the 8th instant, hove up and proceeded close into the wreck, in company with the United States schooner George Mangham. At 9 a. m. came to anchor, with the Dare about 500 yards distance. Sent a boat to her; found that she had bilged and was full of water. Fired several shot through the machinery and left her a complete wreck. At 1 p. m. got under way and proceeded to station. Left the George Mangham in charge of wreck. The boats lost were both stove. * * *

Very respectfully, your obedient servant,

EDWARD F. DEVENS,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

List of officers and men of the Aries captured.

List of officers and men captured by the rebels at the destruction of the rebel steamer, the Dare, on the 7th instant:

George M. Smith, acting ensign.
J. E. Parkman, captain's clerk.
Charles E. Homey, carpenter's mate.
William Watts, ship's cook.
Charles Williams, coxswain.
William A. Young, master-at-arms.
Joseph Ahern, seaman.
A. J. Hendricks, seaman.
Henry McVay, quartermaster.

List of officers and men of the Montgomery captured.

UNITED STATES STEAMER MONTGOMERY,

Off Lockwood's Folly, January 8, 1864.

SIR: I beg leave to make the following return of officers and men from this ship after the destruction of the confederate steamer Dare:

George H. Pendleton, acting master and ex. officer.
George M. Smith, acting third assistant engineer.
Moses J. Murphy, seaman.
John Kelly, seaman.
William Carnes, seaman.
James McTier, seaman.
Edward Linderschmidt, seaman.
Richard McDonald, seaman.

William Quade, seaman.

Peter Alexander, seaman.

John Hayes, ordinary seaman.

Nathaniel Carter, ordinary seaman.

Peter E. Mallely, landsman,

William Broderick, landsman.

Joseph Ladue, first-class fireman.

Patrick McDermott, second-class fireman.

Very respectfully, your obedient servant,

E. H. FANCON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

LOSS OF THE UNITED STATES STEAMER IRON AGE.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Va., January 29, 1864.

SIR: The Iron Age and Daylight were sent on the 8th instant to recover the Fah-Kee's heavy kedge and hawser, which had been carried out on the 3d to keep the Bendigo from working upon the shoal.

On the return of these vessels I was informed by Lieutenant Commander Stone, the fleet engineer, and Mr. Simpson, carpenter of this ship, that the Bendigo's engines were uninjured and that she could easily be got off if a few shot-holes were stopped; this Mr. Stinson that night made arrangements for doing. Next morning I went off to Lockwood's Folly inlet with this ship, the Daylight and Iron Age, when I directed Lieutenant Commander Stone, of the Iron Age, and Acting Volunteer Lieutenant Wells, commanding the Daylight, (both of whom had recently been there with their vessels,) to try and get the Bendigo off; the Daylight to protect the Iron Age, and also to assist her to sound in their boats and take up safe positions, if necessary, by backing in the Iron Age to anchor with both of her anchors down, so that the Bendigo, by means of large hawsers, (which all the vessels of this blockade are required to have for such service,) might be hove off against the Iron Age's anchors with a good scope of cable to them. After these officers had left this ship, I sent Lieutenant Commander Stone the enclosed order, (No. 1,) and which was not subsequently qualified, in order to make the work perfectly safe. In reply I received from Lieutenant Commander Stone No. 2. To my No. 3 to stop work for the night, &c., the Bendigo not having been got off by the evening's tide, he replied by No. 4, showing that he was pretty sure of getting the Bendigo off at the next high water, about 8.45 a. m. of the 10th. But at 9 a. m. of the 10th, with the wind light off shore, weather good, and water smooth, the Iron Age made signal that she was aground, and asked to throw her guns overboard. After making arrangements for her relief, by ordering the Governor Buckingham (Acting Volunteer Lieutenant Saltonstall) and the boats of this ship to assist her, I went to the Iron Age. She had but five feet water along her starboard side, and four feet on her port side, with her rudder free. She went on, drawing nine (9) feet six (6) inches aft, and eight (8) feet forward. I directed Captain Stone to get ready to haul off with the next high water; to lighten the Iron Age, removing her guns last; to get out an anchor on her starboard quarter to prevent her being set further up on the shore,

as the tide made, (she had already a heavy kedge and hawser out on the star-board bow;) and I acquainted him with the arrangements made to assist him, and afterwards sent him the enclosed memorandum, (No. 5.) showing that the boats of the Minnesota would assist, and the position which the Daylight would take up with her anchors down for him to heave off by, whilst the Governor Buckingham (with anchor ahead to steady her) would pull her off with the evening tide, which it seemed quite practicable to do.

The boats, owing to the falling of the tide, could only partially discharge the Iron Age of her coal, provisions, &c.

In the afternoon I again went to the Iron Age, and vessels preparing to assist her, to see that the arrangements were complete. At p. m. high water Lieutenant Commander Stone found that he had only seven (7) feet of water alongside; and sent me, by Mr. Pearson, a request to throw his guns overboard. Having been unable to remove them, I authorized him to throw his guns overboard on the port side, and sent him the enclosed order, (No. 6,) which, as the wind had got to the southward and westward, and the weather looking threatening, contemplated his removing his officers, crew and supplies, so that in the event of a gale they would not fall into the hands of the enemy, and would also lighten the Iron Age, and authorizing him, in consultation with Captains Welles and Saltonstall, to take such further steps as might be necessary, and providing for changing the berth of the Daylight, &c., if it could be advantageously done.

During the night the weather, though threatening, did not blow, and the wind, which was moderate, hauled to the northward and westward and from the land.

At 4 p. m. the Iron Age was reported to be on fire, and at 5.40 a. m. the magazine blew up. Lieutenant Commander Stone, of the Iron Age, assigns in his report (some mistakes in which I have herein corrected) his motives for doing this.

I take all the responsibility of sending the Iron Age on this duty, which I assigned to her with suitable instructions. Success and no casualty was the general expectation, and it is highly probable, I think, that she could not have been got off, as the enemy had got a battery down; but another trial would have determined this. Considering her feeble steam power and constant liability to loss on the blockade in a gale of wind, it is a satisfaction to know that her officers and crew were not lost with her.

This service is one of great hardship and exposure; it has been conducted with slight loss to us, and much loss to the rebels and their allies, who have lost twenty-two (22) vessels in six (6) months, while our loss has been only two (2) vessels on the Wilmington blockade during the war.

In this and the accompanying papers, including the report (No. 5) of Acting Volunteer Lieutenant Wells, commanding Daylight, the report (No. 6) of Acting Volunteer Lieutenant Fancon, commanding the Montgomery, received to day, to which the report of Acting Volunteer Lieutenant Saltonstall, commanding the Buckingham, will be added when received, all the essential facts of the case are given.

I have the honor to be, sir, very respectfully, yours,

P. S. LEE,

Acting Rear-Admiral, commanding N. A. B. Squadron

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

No. 1.

Letter from Acting Rear-Admiral S. P. Lee to Lieut. Commander E. E. Stone.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Lockwood's Folly Inlet, January 9, 1864.

SIR: The safest and best plan to get the Bendigo off is to plant both your bow anchors with a good and sufficient scope of cable, and to heave her off with a 10 or 11 inch hawser, using her purchase, if practicable, in preference to yours. Have your preparations complete for high water this evening.

The Daylight must return in time to take her station off the bar.

Send word when the Minnesota's launch is wanted to weigh Bendigo's anchor.

The Coquette and Ranger report having made a fruitless attempt to run into Wilmington.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieut. Com. E. E. STONE,

Commanding United States steamer Iron Age.

No. 2.

Letter from Lieutenant Commander E. E. Stone to Acting Rear-Admiral Lee.

UNITED STATES STEAMER IRON AGE,
January 9, 1864.

SIR: In reply to yours of to-day's date, I have to state that I am already fast to the Bendigo by your ten-inch hawser. My executive officer sends me word that her windlass cannot be used, as some small but important parts are wanting. I will do the best I can with my own windlass.

Mr. O'Conner will inform you if the Minnesota's launch will be required or not. If it should be required, when the time arrives I will hoist my distinguishing pennant at the fore, ("R.")

Respectfully, your obedient servant,

EDWARD E. STONE,

Lieutenant Commander United States Navy.

Admiral S. P. LEE,

Commanding N. A. B. Squadron, on U. S. Steamer Minnesota.

No. 3.

Letter from Acting Rear-Admiral Lee to Lieutenant Commander Stone.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Lockwood's Folly Inlet, January 9, 1864.

SIR: You need not work on the wreck any longer this evening unless you have a good prospect of getting her afloat. The Montgomery need not go in to you this evening unless she can be of assistance without risk to herself.

You can remain where you are, or come out, as you please, to resume operations with the morning's tide with the aid of the Montgomery.

Show this to Captain Fancon, who can come out and take up his station to-night. I wish to have his written report, with a diagram of the chase, &c., of the Dare.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieut. Com. E. E. STONE,
Commanding U. S. Steamer Iron Age.

No. 4.

Letter from Lieutenant Commander Stone to Acting Rear-Admiral Lee.

IRON AGE,
January 9, 1864—8.08 p. m.

ADMIRAL: The Montgomery is about to make fast to us.

Mr. Garvin left here twenty minutes ago to get steam on the Bendigo, the water being below the grate bars. I feel very confident of success.

There is no danger to be apprehended for the Montgomery.

Yours, respectfully,

EDWARD E. STONE,
Lieutenant Commander.

Acting Rear-Admiral LEE,
Commanding N. A. Blockading Squadron.

No 5.

Memorandum of orders.

FLAG-SHIP,
January 10, 1864—1 p. m.

Captain Wells was to sound, and then let go Daylight's two bow anchors, so that with seventy-five or one hundred fathoms of cable to each he can swing clear of all shoals, and haul near enough to the Iron Age to send the 10-inch hawser to her bow by messenger; then heave taut on 10-inch hawser, and be ready with deck tackles, &c., to heave her off at high water, and to keep her from going further on, as the tide rises.

Captain Saltonstall was to sound, and then with Buckingham, (outside of Daylight,) let go her port bower with long scope to it, so that with Minnesota's launch and a messenger line she can send Minnesota's 14-inch manilla to Iron Age's bow, or through latter's hawse-hole, and heave taut on it.

Iron Age has kedge and hawser out on her starboard bow; was ordered to get an anchor out on her starboard quarter to keep her from working up on the bar, by setting it taut carefully as tide rises, but not at low water, for fear of heaving her over.

The Iron Age will have a 9 or 10-inch hawser from her capstan or deck from forward to the Daylight, on which she will heave while Daylight heaves on the other of the two 10-inch hawsers sent to Daylight from this ship, while Buckingham pulls off under steam with the 11-inch, taking care not to snap it.

S. P. LEE.

Additional.—The tide being too low and the surf rising, Minnesota's boats cannot now return to Iron Age, but latter will make signal for Minnesota's boats, if, as tide rises, she can discharge into boats on either side of her. She will also shift the hawser now on the starboard bow to the starboard quarter, when the Daylight has set taut on the hawser from her to Iron Age's bow.

The foregoing was ordered when the vessels were riding to the southward; now that they have swung, the plan may be altered to suit.

S. P. LEE, *Acting Rear-Admiral.*

Lieutenant Commander STONE.

Captains WELLS and SALTONSTALL.

No. 6.

FLAG-SHIP,

January 10, 1864.—10 p. m.

Having failed to get the Iron Age afloat with this high water, and the weather looking threatening, you will, with the aid of Captains Wells and Saltonstall and their boats, and Master Pierson and boats from this vessel—all that you can work advantageously—push on to further lighten the Iron Age and prepare for abandoning her. Move the paymaster, his funds, accounts, and supplies, and the powder, shell, ship's stores, &c., which you were unable to move to-day, on board the Buckingham and Daylight. Try and get your howitzers out, and their ammunition also. Move the men and their effects to the B. and D. whenever you judge it expedient, and be sure to get on board these vessels with all hands and effects, so as to allow them to get out, and not be caught in there in a blow.

Consult with Captains Wells and Saltonstall, and carry out your and their best judgments. Show this to them.

S. P. LEE.

Lieutenant Commander STONE,

P. S.—The bottom is probably quicksand, and you must be careful not to get your vessels ashore. In the morning, if the weather is favorable, you, may if you can do so to advantage safely, shift your berths.

You can move your vessels out to-night, whenever you think it necessary to do so.

The Daylight had better get up one anchor now.

S. P. LEE.

Lieutenant Commander STONE.

Captains WELLS and SALTONSTALL.

No. 7.

UNITED STATES FLAG-SHIP MINNESOTA,
Off' Wilmington, North Carolina, January 11, 1864.

SIR: You will please prepare and forward immediately an official report of the circumstances attending the attempt to get off the beached blockade runner Bendigo, and the subsequent grounding and destruction of the Iron Age.

You will take receipts in duplicate for all articles other than paymaster's, deliverable from the Iron Age, and forward them to me with your report.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Lieut. Com. E. E. STONE,

Captain Commanding United States Steamer Iron Age.

Report of Lieutenant Commander E. E. Stone.

UNITED STATES STEAMER FAHKEE,

At sea, January 14, 1864.

SIR: I regret to be obliged to report, that on the morning of the 11th instant at 4 o'clock, circumstances rendered it incumbent on me, to destroy by fire, the United States steamer Iron Age, lately intrusted to my charge by the department.

Accompanying, please find statement of facts of the unfortunate affair.

Respectfully, your obedient servant,

EDWARD E. STONE,

Lieutenant Commander U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant Commander E. E. Stone.

UNITED STATES STEAMER FAHKEE,

At sea, January 14, 1864.

SIR: On the morning of the 9th instant, in obedience to a signal from the flag-ship, we stood for Lockwood's Folly inlet. At 9 a. m. I received a ten-inch hawser from the United States steamer Minnesota, which I was ordered to make fast as a tow-line to the blockade runner Bendigo, which was on shore about half a mile to the westward of the inlet.

In my conversation with the admiral about the appliances for getting her off, he particularly mentioned the planting of the anchors of the Iron Age, and then backing in near enough to attach the hawser; but at the same time remarking, however, "Exercise your own judgment." At 11 a. m. I let go the kedge in three fathoms of water, run a line to the wreck, warped the ship in and secured the ten-inch hawser around my mainmast. In the mean time officers and men from the Minnesota and Iron Age were busily at work plugging up shot-holes and freeing the wreck from water and lightening her by throwing overboard coal and other things that could be gotten at; this work continuing until 4 o'clock a. m. of the 10th instant. A 8 p. m. of the 9th, received a ten-inch hawser from the Montgomery, and both vessels went ahead full speed, but to no purpose. At 9 p. m., in obedience to orders from the admiral, I ordered the Montgomery to proceed to her right station, and to return early in the morning in time for high water, which was 8.45. I then cast off, anchored, and brought the hawser from the wreck, and stood out into four and a half fathoms, where I remained during the night. At 4 o'clock on the morning of the 10th, executive officer of the Iron Age returned from the wreck for a fresh set of men, stating that the working party from the Minnesota had been recalled at a time when a little more work would have freed the engine-room from water and ena-

bled the engineer to trace the pipes, and find the necessary cocks for freeing the vessel of water and feeding the boiler, as they had steam up on the forward boiler. As the men had been hard at work all day and up to a late hour of the night, I refused his request, particularly as all the buckets belonging to the Minnesota had been taken away by her men. Shortly after, Chief Engineer McGinnis came on board with the remainder of our men. After hearing his report, I felt sanguine of getting her off on the morning tide. At early daylight I got under way, stood in, picked up the hawser, and again made fast to the wreck. Received a ten-inch hawser from the Montgomery, who also had the Daylight ahead of her. At 8 a. m. all three steamers pulling away at the wreck. Prior to the Montgomery's going ahead, I sent an officer in a boat with orders to the Montgomery to get her head well around to starboard before starting, as I was fearful that the slight current that there was would drift me to the eastward, so that if the wreck should start off she would be in danger of grounding again before we got her into deep water. My orders were not complied with as I wished them, and I made repeated signals with my hand to the Montgomery to pull more to starboard. I will here state that the wreck was again full of water, and as soon as it was known to me I gave up all hopes of saving her, but thought it possible that she might be hauled into deep water. I sent an officer with a boat's crew to cut the hawser so soon as we should have succeeded in effecting our object. At 8.40, finding the vessel in two and a quarter fathoms of water, I debated with myself as to the propriety of cutting adrift everything for fear of the very event which happened; but before I had fully made up my mind to forego all of the advantage of being attached to the wreck, with a strong hope of her starting every moment, I discovered the Montgomery to be aground, and the Iron Age struck almost immediately afterwards. At 8.45 a. m. (it then being high water) I immediately cut off both hawsers and ran out the kedge, with which I usually anchor, with a seven-inch hawser, and hove it taut to prevent her bows going on any further. In the mean time the Daylight making two or three unsuccessful attempts to get into a position to take a hawser from us, and it was not until 10.30 that she at length made fast to us with a ten-inch hawser, which she parted at the second or third jerk. I believe the delay in getting her into position was caused by her propeller being fouled by a hawser. Even up to this time I felt no apprehension as to eventually getting the vessel off. I had made signal for permission to throw overboard battery and otherwise lighten the vessel, so that I might be at liberty to do so when, in my judgment, the proper moment had arrived. At 11 o'clock Admiral Lee came on board and took charge. An anchor was planted off the starboard quarter, with two parts of a five-inch hawser, which was set taut by a dock tackle. Boats from the different vessels were alongside, and all hands were at work lightening ship. At 12 m. water was so low that we were obliged to knock off lightening ship, as the boats could not approach near enough. The Daylight and Governor Buckingham had received orders to anchor off our starboard bow. Between 4 and 6 p. m. the boats again came alongside and took in a few shot and shell; the sea being too rough, discontinued. At 5.25 made fast to the Daylight by a ten-inch hawser. At 6.30 received hawser from the Governor Buckingham; the former was led through the bridle port and made fast to the foremast on gun deck; the latter was led between the bit-head and made fast to the foremast on the spar deck. At 6.40, both vessels towing full speed, I sent word to the admiral that if the ship did not come off by 7.30 that I should throw overboard the main-deck battery. His reply was to wait until 8.30. I waited until 8.15, and then gave the order to commence throwing overboard the gun-deck battery; intending, however, to retain two for defence. At 8.22 No. 1 went over the side, at 9.3 No. 4 was launched. Finding the ship did not move, and knowing that the water had commenced to fall, I gave up all hopes of getting the vessel off on this tide, and sent word to the Governor

Buckingham and Daylight; accordingly their hawsers were let go. I then made preparations for resisting any attack that might be made during the night. At 11.30 p. m. boats from flag-ship Aries, Daylight, and Governor Buckingham came alongside, and I received orders to prepare to abandon the ship. The water was too shoal at this time to take out any but light articles on the port side, and on the starboard side it was too rough for boats to lay. The wind was freshening, the weather threatening, with an increasing sea from the southward. It became now necessary for me to decide whether to run the risk of a gale of wind and the probable capture of the whole ship's company by the enemy, or abandon and destroy the vessel. After consulting the opinion of my officers, as well as Acting Master Pearson, of the Minnesota, I came to the conclusion that it was my duty to immediately abandon and fire the ship. At 12 o'clock I gave orders to the officers and men to put their bags, hammocks, and effects into the boats which were alongside for that purpose. Afterwards the officers and men themselves were ordered into the boats. By 2 o'clock the sea was so heavy that I was obliged to keep the boats outside of the surf, and send the remaining officers and men into them by a bowline around the hawser from the starboard bow, one boat having been capsized in the attempt to come in through the surf. At 3.45 all hands were out of the ship except myself and gig's crew. I then made the necessary preparations, at 4 o'clock applied the torch, and at 5.40 the United States steamer Iron Age blew up.

I did not keep my anchor down on the 10th instant, because I considered it unnecessary, as being the inner vessel and having two heavy steamers outside of me. Again, had my anchors been down and the tow started off before I could have got them with the slow purchase that I had, she would, more than probable, have grounded again. Furthermore, the purchase for getting anchors was of the lightest kind, being a small-sized gipsy windlass. Owing to the peculiar construction forward, and the height of the hatches on the main deck, I could not have worked a deck tackle to any advantage. I do not think that after a vessel has laid on the sands over one tide, that it is possible to get her off, particularly if lying broadside on. At low water there was but four inches on the port and one foot on the starboard side. I believe that if the propeller of the Daylight had not fouled, that the Iron Age would be now afloat and in service, for it was two hours after I struck before she was fast to me. Most sincerely do I regret the unfortunate termination to this my first cruise in command. I blame myself but for one thing, that is for hesitating to give the order to cut adrift when I struck two and one-fourth fathoms of water, and I can only urge my aforementioned reasons for not doing so. As an offset to the loss of the United States steamer Iron Age, if I might be allowed, I would place the capture or destruction of twenty-two blockade runners within the last six months by this squadron. The risk that is nightly run by these blockade runners, it is a matter of wonder that more are not stranded.

I submit the above statement to the department with the consciousness of having done what I conceived to have been the best under the circumstances. Hoping the department will take the same view of the case,

I remain, respectfully, your obedient servant,

EDWARD E. STONE,

Lieutenant Commander, United States Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant F. S. Wells.

UNITED STATES STEAMER DAYLIGHT,
Off Wilmington, N. C., January 19, 1864.

SIR: I respectfully submit herein a report of the part taken by this vessel, under my command, in the attempt to get the blockade runner Bendigo off the beach, at the entrance of Lockwood's Folly inlet, during the 9th and 10th instant; also of the grounding and subsequent destruction of the United States steamer Iron Age on the morning of the 10th instant.

At 11.30 a. m. of the 9th instant, in obedience to your orders, took on board a party of mechanics from the United States ship Minnesota, with implements to stop leaks and pump out the Bendigo, and stood in sufficiently near to cover the working party, also the Iron Age, from the enemy's sharpshooters while engaged in getting the stranded vessel afloat. No annoyance was experienced from the enemy, however. The wind was blowing a gentle breeze from the northward, with the sea as smooth as a mill-pond; all the holes were plugged up, and the vessel nearly freed from water; at 5 p. m. everything being in readiness and circumstances favorable to get her off at the ensuing high tide. At dusk, in obedience to signal from flag-ship, returned to my night station on western edge of Old Inlet bar, near Fort Caswell.

At 7.30 a. m. of the 10th instant I ran past the flag-ship, and received orders to assist the United States steamers Iron Age and Montgomery, which vessels had hawsers to the Bendigo, and were formed in line ahead, endeavoring to tow her off the beach.

The weather still as favorable, and the sea as smooth as the day previous, I immediately took my vessel close into the Montgomery, as she was the leading vessel; sent her the end of a hawser; let go an anchor for the purpose of keeping the head of my vessel in a proper direction while the hawser was being made fast. All being in readiness, I started ahead slowly until my tow-line became taut, and then went ahead strong, at the same time taking my anchor; had been towing in this manner several minutes when the bow-chocks of the Iron Age gave way, thereby bringing a sudden strain on my hawser, which immediately parted on board the Montgomery, which vessel also became detached from the Iron Age, and moved further off shore. I then, for the first time, discovered the latter vessel to be aground, and dismissing all thought of the Bendigo, turned my attention to the Iron Age, and as soon as practicable anchored my vessel with a kedge and line in a position to back in with safety; made fast a new ten-inch hawser, which Lieutenant Commander Stone sent on board, and tried to tow her off, but without avail, as by this time, 9.30 a. m., the tide had fallen several inches and the hawser had again parted.

At 10.30 a. m. received your instructions to sound about the mouth of the inlet, find the best water and the most suitable position, anchor my vessel accordingly with both bower anchors, and a long scope of cable on each one to assist in heaving the stranded vessel off the beach; to get out the two twelve-inch hawsers (which were sent from the Minnesota for the purpose) to the Iron Age, and to have everything ready to go ahead by the time of the next high water.

These arrangements were completed with the aid of a launch and crew from the Minnesota by 6 p. m. At this time I renewed my exertions to get the Iron Age afloat, all hands assisting the steam power by heaving in on the anchors laid out seaward. It was high water between 7 and 8 o'clock p. m., and we continued our exertions, assisted by steamer Governor Buckingham, until about ten o'clock, when a possibility of saving the Iron Age no longer existed, even in the opinion of the most hopeful, as the quicksands on which she had grounded had formed a bank outside of her on which our small boats struck at half tide. The weather had also assumed a threatening look, and a fresh breeze had sprung

up from W.S.W., bringing with it a rapidly increasing southern sea. Her men, with their effects, were removed to this vessel, and the Iron Age was set on fire and abandoned at about 5 a. m., and blew up at 5.45 a. m., on the 11th instant.

The windlass of this vessel was entirely disabled in our efforts to get the Iron Age off the beach, in consequence of which I was obliged to slip the best bower anchor with thirty fathoms chain cable, as it could not be hove up with the facilities at hand in sufficient time to allow the vessel to get out of danger. I shall recover it the first convenient opportunity.

In preparing this hasty report, I have entirely omitted to mention the indefatigable exertions of others, confining my statement to the performance of the principal duties assigned this vessel. But I beg leave to add, that, in my humble opinion, the arrangements made with a view to getting the Iron Age afloat, were all that experience could suggest, the means at hand supply, or that the time allowed would permit of being done.

Permit me further to state that I had neither hand nor voice in the destruction of the Iron Age, and was much surprised when I learned that she had been set on fire.

I have the honor to be, sir, very respectfully, your obedient servant,

F. S. WELLS,

A. V. Lieut., Com'dg United States Steamer Daylight.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant E. H. Fancon.

UNITED STATES STEAMER MONTGOMERY,
Off Western Bar, Wilmington, N. C., January 15, 1864.

SIR: Your order, dated flag-ship Minnesota, January 11, 1864, to prepare and forward immediately a report of the part taken by me in the attempt to get off the beached blockade runner Bendigo, also the Iron Age, was not received until the 14th instant. In compliance with that order, it is my duty to report that on the evening of the 9th of January, being at the time aboard the Minnesota, I had verbal instructions from you to move the Montgomery in carefully towards the beach, and to give a 10-inch hawser to the Iron Age for the purpose of aiding that vessel to get afloat the Bendigo.

I returned on board the Montgomery and repeated the order to Mr. Putnam, executive officer, and Mr. Tilby, the pilot of the ship. The Montgomery was at the time under way, having just returned from the windward. The 10-inch hawser was gotten on deck, lines ready to run to the Iron Age, a man placed on each side of the chains with a lead, and the vessel slowly moved towards the Iron Age. On nearing that vessel the anchor was let go, and the hawser hauled to the Iron Age. At 8 p. m. the anchor was taken up, and we began to steam ahead slowly, increasing to full power, governed by signals from the Iron Age. At 9.15 stopped the engine, a boat came from the Iron Age with orders for us to haul in our hawser, proceed to our station, and be ready at 8.45 next morning to try again. On the 10th, at 7.30 a. m., dropped an anchor as before near the Iron Age. The same hawser was again run to her, and at 8.10 lifting our anchor, and with our helm hard to port, we steamed ahead slowly, gradually increasing the number of revolutions. During this time the Daylight was on our starboard bow, and her commander hailed to know if we needed assistance, or should give us a hawser; not being in chief command, and thinking that the united power of the Iron Age and Montgomery would be as much as anything

connecting the Iron Age and Bendigo would bear, I answered at first in the negative, but seeing that the Daylight could assist in keeping our head to the windward, I hailed that vessel and took a hawser from her, at 8.20 a. m. making it fast to our bits on the starboard bow. The Daylight steamed ahead. In about fifteen minutes she stopped her engine for some purpose then and now unknown to me. The hawser was slacked up, and I saw men busily at work with it over her stern. Seeing that the Montgomery was being set near the shoal water east of us, I repeatedly hailed the Daylight to steam ahead or we should be on shore. It was some time—to me it seemed a long time—before she moved her engine, and just before she did so, the Montgomery took the ground heading over to the starboard. We then had two fathoms under the port main chains, and three fathoms on the starboard, the ship drawing 14 feet aft. The Daylight at length steamed ahead, and almost immediately parted her hawser. At that instant I ordered the engine to be stopped, and then back hard, sent an officer to the engine-room to say to the engineer the ship is aground; the tide is fast falling; the ship must come off within the next three minutes; strain the engine to the utmost. The order was immediately executed; the ship soon started astern; the hawser fast to the Iron Age was cast off from on board that vessel; and when about half of it had been hauled in, we found it to be foul of the screw. It took some twenty minutes—possibly more—to clear it, and when clear, we found that 50 fathoms had been cut off by the propeller. The moment the ship was in moving order we steamed to the Daylight, then very near the Iron Age, and sent a boat to know if the Montgomery could in any way be useful. The answer was, no. We then steamed to the Newbern, lying near us, and got our supplies. Remained near the Minnesota with an anchor up until 3.30 p. m., when we anchored. At 4 p. m. was ordered two or three miles to the eastward to watch the beach; got under way at once and executed that order. No orders whatever were received in relation to the Iron Age.

Very respectfully, your obedient servant,

E. H. FANCON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Master A. B. Pierson.

UNITED STATES SHIP MINNESOTA,
Off Wilmington, N. C., January 15, 1864.

SIR: On the 10th instant, between the hours of 6 and 9 p. m., I was sent on board the United States steamer Iron Age, by Acting Rear-Admiral S. P. Lee, with orders to remain there until high water, or bring any message Captain Stone wished to send; the United States steamer Iron Age being ashore at that time.

On my arrival on board the Iron Age, Captain Stone sent me to this ship to inform the admiral that he thought it would be necessary to throw the main-deck battery overboard to save the vessel.

After my reporting the condition of the Iron Age to the admiral, he sent me back to that vessel to inform Captain Stone if he and Captain Wells, of the United States steamer Daylight, and Captain Saltonstall, of the United States steamer Governor Buckingham, thought it would be necessary for saving the vessel (or words to that effect,) to throw them overboard on the port side without buoying them.

Finding there was no prospect of getting her off, Captain Stone threw four

guns overboard, keeping two on the port side for the protection of the vessel in case of an attack from shore batteries.

When finding the tide was falling, and we had not succeeded in moving her, I returned to this ship and informed the admiral the condition of the Iron Age.

He then sent me back with two boats from this ship to assist in getting everything out of her; also sending written orders to Captain Stone.

On my arrival there we immediately commenced getting out everything that we could boat off, there being a heavy surf on at the time. Captain Stone requested me to attend to getting the crew and their things out first.

At 2 a. m. of the 11th instant I reported to Captain Stone all the men's things out and most of the men.

Captain Stone then sent for me to come into his cabin. He then told me that he was going to give the quarter gunner the keys to the magazine to get ready for firing the ship. He asked me if I would do the same if I was in his place, or if there was anything more I thought could be done. I told him there was not; and under the circumstances I would leave the ship. He then gave the keys to the quarter gunner, and ordered him to open the powder tanks and have everything ready for firing the ship.

Captain Stone told me that he would keep his gig there for the last boat, and he wanted me to keep one of the Minnesota's boats there until he was ready to leave.

At 3 a. m., or near that hour, he told me he was ready to leave the ship, and asked me to leave with what officers my boat could carry. I then returned to this ship.

I am, very respectfully, your obedient servant,

A. B. PIERSON,
Acting Master, U. S. Navy.

P. S.—I neglected to mention in my report, regarding the loss of the United States steamer Iron Age, the depth of water alongside at high tide, which occurred about 8.45 p. m. The greatest depth being about 7 feet—the vessel drawing 9 feet. When I left the Iron Age there were two (2) feet of water alongside. My report to the admiral in regard to the condition of the ship was, that she was thumping heavily, with a head off shore, and that I thought she was bilged. It was reported to me by one of the engineers that there were two (2) feet of water in her fire-room.

I am, sir, very respectfully, your obedient servant,

A. B. PIERSON,
Acting Master, U. S. Navy.

Report of Acting Volunteer Lieutenant W. G. Saltonstall.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Off Western Bar, Wilmington, N. C., February 2, 1864.

SIR: Arriving from Beaufort on the 10th of January last with this vessel too late to take part in the attempt to tow the prize steamer Bendigo off the shoal at Lockwood's Folly inlet, I know nothing of that affair.

In regard to the case of the Iron Age, I would state that I was ordered by you, between 10 and 11 a. m. of that day, to send my boats to take soundings, and proceed with this vessel as near as practicable to the Iron Age, to assist the United States steamer Daylight in attempting to tow her off the shoal where she had grounded shortly after my arrival in the morning. The tide was high that night about 8.30 p. m., and the Daylight and this vessel, side by side,

each with a separate hawser from the starboard bow of the Iron Age, tugged at her from 8 till 10 p. m. Lieutenant Commander Stone then sent word to us to stop, further towing being useless, as the tide was receding, and the vessel unmoved.

I then went on board the Iron Age, and found that Lieutenant Commander Stone had begun to make his preparations to abandon the vessel, feeling confident he could not save her. I then proceeded to the flag-ship Minnesota; had an interview; no very immediate action would be taken in regard to the destruction of the steamer. Acting Volunteer Lieutenant Wells and myself returned to our commands to get our hawsers in and our vessels under way, to move out into deeper water, as the weather looked too threatening to remain so near the shoal. Anchored in five-fathom water at about 2 a. m. After moving this ship, boats continued to pass between the Iron Age and here, with small-arms, baggage, &c., until 4.30 a. m., when, to my surprise, the Iron Age was reported to me as being on fire, and at 4.45 a. m. the captain and officers came on board.

I was obliged to use great haste to get this vessel under way again and out of danger from the burning ship, but succeeded in doing so, and anchoring a short distance to windward of the Minnesota at 5.30 a. m. of January 11. At 5.45 a. m. the Iron Age blew up.

These are all the circumstances connected with the affair so far as my action in this vessel was concerned.

I am, sir, very respectfully, your obedient servant,

W. G. SALTONSTALL,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. N.,

Commanding N. A. B. Squadron.

CAPTURE AND DESTRUCTION OF UNITED STATES STEAMER UNDERWRITER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, February 10, 1864.

SIR: I enclose herewith the reports (1) of G. Edgar Allen, acting 3d assistant engineer, lately attached to the United States steamer Underwriter, captured and destroyed by the rebels during their recent raid upon Newbern. Also the report of Acting Volunteer Lieutenant Graves, (2,) commanding the United States steamer Lockwood, detailing the naval operations during the time Newbern was threatened by the enemy.

From the report of Mr. Allen it seems that the Underwriter was surprised by three (3) boats filled with men while lying at anchor in the Neuse river, above the line of our fortifications. After a short resistance the Underwriter was surrounded by the enemy, who proceeded to place the officers and crew in their boats, and after plundering the vessel, set her on fire, and commenced to retreat with their prisoners under a fire from the battery on shore.

Mr. Allen, on discovering that the guard which had been placed in the boat he was in numbered but two men, easily took possession of the boat, and making prisoners of one of the guard, made his way to the shore within our lines.

I enclose list (3) of the officers and men who thus made their escape from the enemy, and who are now on board the Lockwood.

I have directed Commander Davenport to distribute them among the vessels in the sounds according to their necessities.

I will cause a thorough investigation of the matter to be instituted.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant G. W. Graves.

UNITED STATES STEAMER LOCKWOOD,

Off Newbern, N. C., February 2, 1864.

SIR: I have the honor to submit the following report :

At 3.30 a. m. on the 1st instant the officer of the deck reported heavy firing in the direction of Neuse road.

At 5 a. m. I communicated with Acting Master Westervelt, commanding the Underwriter, and Acting Master Josselyn, commanding the Hull, ordering them to be in readiness for a move. At 6.30 a. m. I received an official despatch from General Palmer, informing me that the enemy were advancing in force, and requesting me to make such disposal of the boats under my command as I should deem proper.

I immediately ordered the Underwriter to get under way and take up position on the Neuse river so as to command the plain outside our line of works, and the Hull to take a station above her.

At 9 a. m. the Underwriter had reached the position assigned her, but the Hull, soon after getting under way, got aground, and could not be got off during the day.

Soon after this (hearing from the commanding general that the enemy were planting a battery near Brice's creek) I proceeded with the Lockwood as far up the Trent river as I could get, and lay there at anchor for the night.

At three o'clock on the morning of the second I received a despatch from General Palmer, informing me that the Underwriter had been taken by surprise. Immediately after receiving this I perceived her to be on fire; but as it was very thick, and the channel very intricate, I was obliged to wait until daylight before I could move. As soon as it grew light I got under way and ran down the river to Newbern, where I found the Underwriter burned to the water's edge. From all that I can learn, it was a complete surprise. They had very little steam on, and no boarding netting up. The officers and crew fought desperately until, overpowered by numbers, they were obliged to surrender.

I enclose the report of Acting Third Assistant Engineer Allen, late of the Underwriter; also a list of the men who have reported.

The attacking party was composed of sailors, armed with rifles, revolvers, and cutlasses, about three hundred in all, regularly organized and stationed, engineers, firemen, pilot, and all complete.

Acting Masters Lear and Newman being here, (not having had time to report to their respective vessels,) I, at the suggestion of the commanding general, fitted up the army steamer Allison with two field-pieces, and placed her under command of Acting Master Rogers, assisted by the above-named officers. Later in the day the general placed the steamer Eagle at my disposal to arm with such guns as could be obtained.

At 6 p. m. the Hull was gotten afloat, and I immediately ordered her to proceed down the river as far as Johnson's Point to reconnoitre and prevent the enemy from erecting batteries upon the banks.

This evening, at the request of the commanding general, I supplied Colonel Mixon with all the available boats for an expedition up the Neuse river.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

H. K. DAVENPORT,

Commander, and Senior Officer Com'dg Sounds of N. C.

Report of Acting Third Assistant Engineer G. Edgar Allen.

UNITED STATES STEAMER LOCKWOOD,

Off Newbern, N. C., February 2, 1864.

SIR: I have the honor to report that about half past two o'clock this morning, while the United States steamer Underwriter was lying at anchor in the Neuse river, above our line of works, several boats filled with men were seen coming down the river. The night was very dark, and they were not seen until they had approached within one hundred yards of the vessel. They were hailed as soon as seen, but, instead of answering, cried out, "Give away; give away strong." We then found out that they were filled with the enemy.

The rattles were immediately sprung for all hands to get to quarters; but before the guns, which were trained on the port bow, so as to command the bridge crossing the river, could be brought to bear upon them, they had approached so near our starboard bow and quarter that we attacked them with small-arms.

They appeared to number one hundred and fifty, while there were not over forty men, all told, upon the vessel. We repelled them successfully for fifteen minutes, when they overpowered us, and captured all the men and part of the officers on deck, driving the remainder down into the wardroom, where they followed, with cutlasses and revolvers, demanding us to surrender, which, as nothing could be gained by resistance, we did.

We were immediately ordered into the boats under guard, I, together with eighteen or twenty of the crew, being put into the whale-boat belonging to the Underwriter. After we were all in the boats, they stripped the vessel of everything they could carry off, and then set fire to her fore and aft. While they were doing this, Fort Stevenson opened on the vessel, the first shell going through the port wheel-house and signal-box, and, bursting, wounded several of the enemy.

We then shoved off and were proceeding up the stream, the boat I was in being astern the rest, when I discovered that, in their hurry to get off, they had put only two men as guard in the boat. This fact I discovered by the one in the stern steering (by whom I was sitting) hailing the other boats, which were some fifty yards ahead of us, and asked them to take off some of us, as the boat was so overloaded it could make no headway, and also saying they wanted a stronger guard, as all but two were prisoners. One of the other boats was turning to come back, when I snatched the cutlass from the belt of the guard and told the men to pull for their lives. Some of the men, the other guard among them, jumped overboard, and swam for the land. I headed the boat for the shore, and landed at the foot of the line of breastworks, delivered my prisoner to the commanding officer, and, procuring an ambulance, took one of

our disabled men to the hospital. At daylight I reported on board the Lockwood.

At 5 a. m. the magazine of the Underwriter blew up, and at this time she lies burned to the water's edge.

I am, sir, very respectfully, your obedient servant,

G. EDGAR ALLEN,

Acting Third Assistant Engineer, U. S. N.

G. W. GRAVES,

Acting Volunteer Lieutenant, and Senior Officer present.

List of officers and men that escaped from the Underwriter.

List of officers and men lately belonging to the United States steamer Underwriter, who have reported on board the United States steamer Lockwood:

George E. Allen, acting third assistant engineer; Stephen Canus, boatswain's mate; Hugh McDougal, carpenter's mate; Robert Davis, cockswain; William H. Williamson, captain after guards; Terrence Riley, ship's cook; Albert A. Allard, first-class fireman; John Griffin, second-class fireman; Robert Hubbard, seaman; Thomas R. Hopkins, quartermaster; Charles McDonald, Joseph E. Gillmore, Daniel Borden, William E. Wenn, and James Crosby, ordinary seamen; Thomas Livermore, James Smith, John Roney, Michael Hill, John Simons, William Ransom, and Henry Edwards, landsmen; Andrew Sharks, first-class boy.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

List of casualties on the Underwriter.

UNITED STATES STEAMER HETZEL,
Off Newbern, North Carolina, March 1, 1864.

List of officers and men of the Underwriter known to have been killed in the attack of that vessel:

Jacob Westervelt, acting master, commanding, body recovered February 28, 1864; John Fealy, first-class fireman, body recovered February 16, 1864; Alfred Banks, (colored,) captain's boy, body recovered March 1, 1864.

H. K. DAVENPORT,

Com'der U. S. N., and Senior Naval Officer in Sounds of N. Carolina.

UNITED STATES NAVAL HOSPITAL,
Newbern, N. C., March 9, 1864.

SIR: I have to report the finding and burial of another body, late of the Underwriter. It has been recognized as that of Lewis Liverman, (colored.) It was in a very advanced stage of decomposition.

Very respectfully, your obedient servant,

L. H. KENDALL,

Acting Assistant Surgeon, in charge.

H. K. DAVENPORT, U. S. N.,

Com'dr and Senior Officer Com'dg in Sounds of N. Carolina.

UNITED STATES NAVAL HOSPITAL,
Newbern, N. C., March 8, 1864.

SIR: I have to report the death of James Ryan, landsman, aged 26 years, born in Ireland, and late of the United States steamer Underwriter. He was wounded in the attack on that vessel in the right knee joint, and died from exhaustion and gangrene.

Very respectfully, your obedient servant,

L. H. KENDALL,
Acting Assistant Surgeon, in charge.

H. K. DAVENPORT, U. S. N.,
Com'dr and Senior Officer Com'dg in Sounds of N. Carolina.

Additional report of Acting Rear-Admiral Lee.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 25, 1864.

SIR: I transmit enclosed, in connection with reports forwarded on the 9th instant, from Acting Volunteer Lieutenant Graves and Acting Third Assistant Engineer Allen, a report from Commander H. K. Davenport, dated 17th instant, in relation to the capture and destruction by the enemy of the United States steamer Underwriter on the 2d instant.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Communication from Commander H. K. Davenport to Acting Rear-Admiral S. P. Lee.

UNITED STATES STEAMER HETZEL,
Off Newbern, N. C., February 17, 1864.

ADMIRAL: The reports of Acting Volunteer Lieutenant Graves and Third Assistant Engineer Allen will give you the particulars of the capture of the Underwriter. General Palmer informs me that the enemy evidently intended making a simultaneous, combined attack; but the weather prevented the naval forces arriving at the proper time.

When the first attack (on shore) was made the Underwriter was at anchor below the town, on the eve of starting for Hatteras, to assume her duties there. She was ordered up the Neuse, the Lockwood up the Trent, while the Commodore Hull was aground and could not be gotten off, even with the assistance of tugs, &c., the water being very low. The enemy came down with fifteen armed boats, three of them barges which had been transported from Richmond, carrying in all about three hundred men, and boarded the Underwriter on all quarters. At this time the gig of the Underwriter was absent with one of General Palmer's staff, up Bachelor's creek, in an attempt to communicate with one of the outposts. The Underwriter, as you are aware, is very low in the water, her guards scarcely clearing it. From the official report of the enemy their loss proves that the officers and crew of the Underwriter fought well until overpowered.

The enemy were commanded by Commander John Taylor Wood and the following named officers: Lieutenant Gardner, Lieutenant Hogue, Lieutenant Carr, and Lieutenant Wilkinson. The only one of the crew *known* to be killed is John Fealy, first-class fireman. His body floated ashore last night, and I had it interred this morning.

I have the honor to be, respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of N. C.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Additional despatch of Acting Rear-Admiral Lee.

UNITED STATES FLAG-SHIP MINNESOTA,

Off Newport News, Va., February 29, 1864.

SIR: Commander Davenport, senior officer in sounds of North Carolina, under date of the 25th instant, informs me that he had learned on that day that Acting Master Jacob Westervelt, late commanding United States steamer Underwriter, was killed at the time of the capture of that vessel. It was previously supposed that he had been taken prisoner. I have directed Commander Davenport to prepare a complete list of the missing officers and men, late attached to the Underwriter, distinguishing between killed and captured, as far as known. This shall be forwarded to the department when received.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional despatch of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,

Off Newport News, Va., March 2, 1864.

SIR: Commander Davenport, United States steamer Hétzel, informs me, under date of February 28, that he had that day recovered the body of Acting Master J. Westervelt, late commanding the United States steamer Underwriter, and would have it interred on the following day with all the honors of war.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

DESTRUCTION OF THE BLOCKADE RUNNERS WILD DAYRELL, NUTFIELD, DEE, EMILY, FANNIE AND JENNIE.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,
Off Newport News, Va., February 15, 1864.

SIR: I have the honor to report to the Department the circumstances attending the capture and destruction by the blockading forces off Wilmington of the following blockade runners, of which I have previously informed you by telegraph, the Wild Dayrell, Nutfield, Dee, Emily, and the Fannie and Jennie.

Upon the reporting of the Sassacus, Lieutenant Commander Roe, she was assigned by me to duty as an outside cruiser—to cruise upon the line of bearing between New inlet and Bermuda—not further to the eastward than the meridian of 75° west longitude, a station where her reputation for speed would be severely tested, and one in which a very fast cruiser would prove a great stumbling-block to the blockade runners. The result has equalled my expectations, and the destruction of the steamers Wild Dayrell and Nutfield by the Sassacus, both new and fast steamers, the latter on her first voyage, are added to the long list of disasters to the blockade runners.

Upon the morning of the 1st instant Lieutenant Commander Roe discovered black smoke in shore of him, and pursuing it, discovered the Wild Dayrell on shore near Stump inlet. He boarded and found her to be partially filled with an assorted cargo. Her crew had abandoned her and fled to the shore. After great exertions to get her afloat, in which he was assisted by the Florida, it was found impracticable, and she was completely destroyed. Lieutenant Commander Roe estimates her value, with her cargo, at about \$200,000. After completing the destruction of the Wild Dayrell, the Sassacus proceeded to take up her assigned station, and at seven o'clock on the morning of the 4th instant a blockade runner was discovered to the northward and westward of him, distant twelve miles. Chase was immediately given, and after a five hours' chase the steamer was brought under fire, and finding escape impossible, she ran on shore, at one o'clock p. m., near New River inlet. Her officers and crew escaped to the land in their boats; one boat load, however, was capsized and the crew drowned, with the exception of a Mr. Mell, the purser of the steamer, who was rescued from drowning by the boats of the Sassacus, which were immediately sent in to take possession of the prize. She proved to be the English steamer Nutfield, from Bermuda, bound to Wilmington, previously mentioned in consular despatches. From Mr. Mell, who was rescued, I learn that her cargo was munitions of war, arms, a battery of eight Whitworth guns, and pig lead; the guns and lead were thrown overboard during the chase. Finding it impossible to get the Nutfield afloat, after great exertions to that end, she was fired and destroyed. Some 700 rifles and a quantity of cavalry sabres, together with other articles, were rescued from her, and will be sent in for adjudication at an early date.

Lieutenant Commander Roe reports that the Sassacus attained a speed of thirteen and a half knots, and gained rapidly upon his chase—reported one of the fastest steamers yet sent to run the blockade.

Upon the 6th instant the Cambridge discovered a steamer ashore and on fire about one mile south of Masonboro' inlet, which proved to be the blockade running steamer Dee, from Bermuda to Wilmington. Finding it impossible to extinguish the flames or to get her off, Commander Spicer, of the Cambridge, abandoned the attempt, and still further destroyed her by firing into her. Seven of her crew were captured, and are now held as prisoners on the Cambridge. From these prisoners I learn that the Dee was commanded by G. H. Bier,

formerly a lieutenant in the United States naval service. She was loaded with lead, coffee, and bacon, all of which, with the vessel, was completely destroyed.

At 5.50 a m., on the 10th instant, a steamer was discovered from the Florida standing along the shore towards New inlet. After pursuing and firing at her, she ran on shore near Masonboro' inlet. Commander Crosby sent his boats and took possession of her; she proved to be the side-wheel steamer Fannie and Jennie, commanded by the notorious Captain Coxetter, who, with the purser, was drowned in endeavoring to reach the shore. The remainder of her crew, twenty-five in number, were captured, and are now prisoners on board the Florida. The steamer was loaded with merchandise and coal. The enemy opened fire upon the wreck and upon the Florida with musketry and Whitworth guns, by which fire Acting Assistant Paymaster J. F. Keeler received a severe but not dangerous wound. Finding it impossible to get the steamer afloat, after great exertions, Commander Crosby ordered the steamer to be fired, which was done under a severe fire of the enemy. The Florida received some damage from the fire of the enemy, which can readily be repaired. At the same time that the Fannie and Jennie ran on shore another steamer was seen from the Florida ashore, about one-half mile to the northward of the Fannie and Jennie, which was also boarded by the Florida's boats. This proved to be the Emily, from Nassau, with a cargo of merchandise and salt. She was also fired and destroyed, as it was impossible to get her afloat.

The Fannie and Jennie, Emily, and Nutfield are new vessels, and this is supposed to be the first attempt to run the blockade.

The Wild Dayrell has made one successful voyage, and the Dee is an old offender.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Pierce Crosby.

UNITED STATES STEAMER FLORIDA,

Off New Inlet, February 10, 1864.

SIR: At 5.50 a. m. discovered a steamer in shore and to the northward of us; fired the twelve-pounder howitzer at her, and stood in shore to head her off; drove her ashore above Masonboro' inlet. Discovered about the same time another ashore, about half a mile to the northward of him. Sent boats and took possession of them; they proved to be the side-wheel steamers Fannie and Jennie (from Nassau, five days out, Captain Coxetter commanded her;) he and the paymaster were drowned while trying to land on the beach. The remainder of the crew, twenty-five in number, were captured, and are now on board this vessel. She was loaded with a few small articles of merchandise; had a good deal of coal. The other was the screw steamer Emily; left Bermuda February 4; cargo of salt and a few barrels. Her crew and captain escaped. Anchored and sent a hawser to the Fannie and Jennie, but before we got our heavy hawser to her the enemy opened on us with a Whitworth battery at long range, the first four shots striking the hull, doing some damage to the wheel, which can be easily repaired. As the enemy had our exact range, and hitting us each time, I slipped the cable and pulled on the hawser and parted it. The enemy continued firing at us, but shot fell short about from two to four hundred yards; fired our Dahlgren fifty-pounder at them, but could not reach them. As

their fire from the guns and musketry increased, I ordered the steamers to be set on fire and destroyed, which was done. My men being on the wrecks prevented me firing nearer them. Our paymaster received a severe flesh wound, but not dangerous.

We were in four and a half fathoms when these vessels were discovered, and anchored in three fathoms water to send our hawsers. We left them both in flames, aground. I send the log-books taken from the Emily, which give all the information we have of them. I have a confederate flag taken from the Fannie and Jennie, a spy-glass, the chronometer, one sextant, and her charts. As the opportunity offers, I send the flags taken from the Emily, Wild Dayrell, and Fannie and Jennie.

Very respectfully, your obedient servant,

PIERCE CROSBY,
Commander.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

The boats destroyed the steamers while under the fire of the enemy. The officers and men in them performed their duty well.

PIERCE CROSBY,
Commander.

Additional report of Commander Pierce Crosby.

UNITED STATES STEAMER FLORIDA,
Off Masonboro' Inlet, February 11, 1864.

SIR: Enclosed I send a list of prisoners taken from the steamer Fannie and Jennie. The engineers of that vessel, when she was boarded by our boats, offered every assistance in their power in their department.

The steamers which we set on fire yesterday burned all last night and this morning. I found them completely destroyed by fire, and the sea washing over them. The Emily had two lower masts, and had apparently been dismantled to run the blockade. I saw by the papers taken from her that she had been brig-rigged; she was perfectly new, and a very handsome steamer, expensively fitted out. After she had burned some time an explosion took place on board of her, and her stern has settled, apparently blown open. I am informed by the second engineer of the Fannie and Jennie that ten vessels sailed for Wilmington during the dark of the moon. Three have been destroyed, and one put back broken down, leaving six others to be heard from. The City of Petersburg was one of the six, and she I think ran in safe. She started in company with the Fanny and Jennie from Nassau, but soon left her, being a faster vessel. I send a list and description of some of the vessels running from Nassau to Wilmington, given me by the second engineer of the Fanny and Jennie. The pilot of the Fanny and Jennie was named Burrows, and from the description I imagined him the same man we took on a previous occasion, was appointed a pilot and deserted from the Shokokon. He escaped and got on shore safe. Captain Coxetter was drowned, with a number of others. He is said to be a nephew of the Coxetter who has been so successful in running the blockade.

The Emily had a cargo of salt, possibly something under it. All, however, was destroyed. The shot which struck this vessel yesterday cut off one paddle-wheel arm, and broke a second, and cut one rim of the wheel in two. A shell exploded under the guard, but did little damage. Fortunately, our boilers and steam drum were not touched; they are much exposed, and were evidently the

point aimed at. The precision of the enemy's fire with those guns is very remarkable.

At the time we discovered the Fanny and Jennie, the Florida was lying in a quarter less four fathoms; and in endeavoring to keep close in shore, the Fanny and Jennie accidentally ran aground, when a shot from our howitzer passed over them, causing the captain to leave precipitately, followed by a portion of his crew. The second engineer tells me there was a handsome sword, gold-mounted, for General R. E. Lee, on board; it was destroyed with the vessel. It was a presentation sword. The engineers and crew tell me that the steamer stopped two or three times during the night of the capture, when running down the coast, and sent a boat ashore to ascertain their position, and during the time anchored; and that they were not aware of their position when they ran aground. It was the captain's intention to make the land about two miles north of Fort Fisher. They were running thirteen knots at the time, and passed over one shoal to another. Had we been unmolested two hours longer, I think both vessels might have been gotten off, but under the circumstances I considered it the safest plan to destroy them effectually, which was done in one hour and a half after they were discovered. Sharpshooters were collecting rapidly behind the sand-hills, and in positions not easily to be dislodged by our fire, except by endangering our own men.

After the vessels were on fire, the Cambridge came in sight and sent her boats in to look at the vessels; some of her men were severely wounded by the rebel sharpshooters.

The City of Petersburg has two masts and telescopic funnels.

From all I can learn from the engineers of the Fanny and Jennie, a thirteen-knot vessel would outrun the greater part of the blockade runners.

In my hasty letter of yesterday, reporting the destruction of these steamers, I mentioned the good conduct of the officers and crew on the occasion. I would now particularly mention the zealous and efficient conduct of Acting Master John McGowan, jr.; also of our pilot, J. A. Taylor, whose services were on this occasion, as well as heretofore, invaluable to me on the blockade. I would respectfully recommend him for promotion to be master pilot.

Very respectfully, your obedient servant,

PIERCE CROSBY,

Commander.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. Blockade Squadron.

Additional report of Commander Pierce Crosby.

UNITED STATES STEAMER FLORIDA,
Off New Topsail Inlet, February 3, 1864.

SIR: Yesterday I came to this place, as we saw a steamer here and apparently on shore. On arriving I found that the Sassacus had discovered the steamer Wild Dayrell, of Liverpool, on shore, and had been trying since Sunday to get her off. I immediately offered every assistance, and to-day I had all hands at work discharging coal, running hawsers, and pulling on her, but could not succeed in getting her off; and to-day we set her on fire, and she is now burning well, and both vessels are firing at her to destroy her hull as much as possible. We have not been troubled by the enemy except for a short time with musketry, when they were soon silenced after a few shells were fired at them.

I have been so occupied that I have not had time to make more than a hasty report of the matter. The Newbern is in sight, (I think it is her,) and I wish to have this ready for her.

The eight (last) refugees I send by the Newbern, as Captain Sands gave me directions to send the first two by her to Hampton Roads.

The cargo of the Wild Dayrell had been nearly discharged; the rest was destroyed by us, and it was not practicable, or rather worth the trouble and time, to save it. I allowed the crews to take such things as would have been burned up. Shoes, blankets, and provisions appear to have been her general cargo.

Captain Roe, of the Sassacus, has a portion of her papers, and will make out his report of the matter to you. I think the Dayrell got ashore by accident.

I have the honor to be, very respectfully, your obedient servant,

PIERCE CROSBY.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Va.

P. S.—Owing to shallowness of the water near the wreck when the Florida anchored, she struck the bottom twice, but without any injury. The thumps were moderate.

Respectfully,

PIERCE CROSBY,

Commander.

Report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER SASSACUS,

Off Stump Inlet, N. C., February 3, 1864.

SIR: I have to report that about 11 o'clock a. m. on the morning of the 1st instant, in about the parallel of Topsail inlet, N. C., I discovered a steamer close in shore, showing heavy columns of smoke. I headed for her at once, and upon approaching found her ashore at the mouth of Stump inlet. Her crew were busy throwing overboard her cargo, a portion of which was scattered along the beach. When within reach of my guns her crew and people fled in their boats, when I fired a few guns to disperse any enemies that might be hovering near. I boarded and took possession of the steamer, which proved to be the blockade runner Wild Dayrell. All the papers which I could find I herewith transmit. She was inward bound, two days from Nassau. I found her furnaces filled with fuel and burning, with the intention of destroying her boilers. I hauled her fires, and found her machinery and the vessel in perfect order, with a portion of her cargo, consisting of assorted merchandise, still on board. I immediately got out hawsers and attempted to pull her off, but failed, owing to the falling of the tide. I again made another attempt at 1 o'clock a. m. on the morning of the 2d, but parted the hawser. The weather looking bad, I put to sea until daylight, when I returned and assumed a new position to endeavor to get her off.

In the mean time I commenced to lighten the vessel by throwing overboard about twenty tons of coal. At high water, about 2 p. m. of the 2d, I commenced tugging at her again, when after some time, the current sweeping me close to the shoal to leeward, the Sassacus struck twice lightly. I cut the hawser and steamed up to a new position and anchored. During this trial the United States steamer Florida, Commander Crosby, came in and anchored, with offers of assistance to us. During this trial the wind blew fresh from the southward and westward in heavy flaws, which was the principal cause of my failure to get her off. I then steamed up to a new position to try her again. On the 3d, while getting on board our hawsers to the prize, with the assistance of the boats of the Florida, my cable suddenly parted, and I was forced to steam out to keep from fouling the Florida, which was anchored near, and in so doing parted the hauling lines of the hawsers, which were being hauled in by the Florida's men on board the prize.

During this last operation the enemy appeared and opened fire with musketry upon the *Sassacus* and the boat coming from the prize. Both vessels promptly opened fire, and the enemy were driven off. * * *

Upon consultation with Commander Crosby, we decided that it was impossible to get the steamer off, and that we must destroy her. Accordingly I gave the signal to the men on board of her to set fire to her thoroughly and return aboard, which was done. Both vessels then opened fire upon the steamer, and she was riddled at about the water-line with raking shots from the *Sassacus*. No attempt was made to save her cargo, as I deemed it impracticable to do so. Not one half of her cargo had been thrown overboard, and the rest, which I deemed very valuable merchandise, was consumed with the vessel. Valuable time would have been lost in the effort, and to have pillaged her would have demoralized my men for healthy action in some future similar service. Having effected this duty, I put to sea about 8 o'clock of the evening of the 3d.

I transmit herewith an appraisement of value of the steamer and cargo* made by a board ordered upon that service.

I have the honor to be, sir, very respectfully, your obedient servant,

F. A. ROE,

Lieutenant Commander.

Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Va.

Additional report of Lieutenant Commander F. A. Roe.

UNITED STATES STEAMER *SASSACUS*,
Off *New River Inlet, N. C.*, February 4, 1864.

SIR: Having destroyed the steam paddle-wheel blockade runner *Wild Dayrell*, of about 440 tons, I stood out to sea last night and regained my position on the Bermuda line at daylight this morning. About 7 o'clock a. m. I discovered a blockade runner to the northward and westward, when I fired up, and at about 8 o'clock was in full pursuit. The chase was about 12 miles distant. She changed course and headed in for the land. I steadily gained upon her, logging about $12\frac{1}{2}$ to 13 knots per hour, when I perceived she was throwing overboard her cargo.

A little after 12 o'clock I got her within long range of my 100-pounder rifle, and opened fire, planting my shell all around her.

Being to the southward of her, I cut her off, when about $\frac{1}{4}$ before 1 o'clock she headed in for this inlet and ran ashore. Her crew fired her, left her engine running, and fled precipitately in their boats. I boarded her about 1 o'clock p. m., and found her to be the paddle-wheel steamer *Nutfield*, of 750 tons, from Bermuda, inward bound. One of her boats had capsized, and I rescued from drowning her purser. The rest of her boat's crew were supposed to be drowned. We commenced putting out the fire in her holds, and made arrangements for hauling her off if possible.

From the purser, whom we rescued from drowning, I learn that she is a perfectly new iron steamer, having an assorted cargo of merchandise, munitions of war, Enfield rifles, and a battery of eight Whitfield rifled guns and a quantity of pig-lead. This battery and lead she threw overboard during the chase.

She had been among the blockading fleet below last night, but made her escape and fell into our hands to-day. The chase of the *Sassacus* was very beautiful, for the *Nutfield* is one of the last and best steamers out of the Thames, and we overhauled her handsomely.

* Appraisement omitted.

February 5, 1864.—I continue the above report. During the preceding night I found the Nutfield so far thrown up by the action of the sea, that it was utterly impossible to get her off. I therefore removed from her the Enfield rifles, a quantity of quinine, and several compasses, and set her on fire. About this time the United States steamer Florida came up, and both vessels riddled her with shot. I saw the vessel thoroughly destroyed, and put to sea about 7 this p. m.

I transmit herewith the appraisement of the value of the Nutfield, and also a list of arms, &c., (omitted,) taken from her, and await your orders as to the disposition to be made of them. I allowed the officers and crew to take some provisions, blankets, and some small articles for their own use. While I profoundly regret my inability to preserve these valuable prizes, I am consoled by the thought that the enemy is deprived of resources of immense value.

Very respectfully, your obedient servant,

F. A. ROE,
Lieutenant Commander.

Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Va.

Report of Commander Wm. F. Spicer.

UNITED STATES STEAMER CAMBRIDGE,
Off Wilmington, North Carolina, February 6, 1864.

SIR: I would respectfully inform you that at 8 a. m. this day I discovered a steamer ashore and on fire about one mile to the southward of Masonboro', which proved to be the blockade runner steamer Dee, from Hamilton, Bermuda, for Wilmington, North Carolina. Having boarded and found it impossible either to extinguish the flames or to get her off, I opened fire upon and completely destroyed her. We succeeded in capturing seven of her crew, a list of whose names I herewith enclose, and await further orders with regard to the disposition of the prisoners. We also secured a life-boat which was found beached near the steamer, and have it with us, also three log-books of a previous trip belonging to the engineer's department of the vessel, a small telegraph flag of Marryatt's code, and a package containing a number of copies of a work entitled "The Cotton Trade," by McHenry. Several of these books are addressed to the leading members of the so-called southern confederacy, Jefferson Davis and others. In this package, which is directed to R. M. Maury, Richmond, are also files of English newspapers, and other reading matter.

Soon after the boats landed, several shots were fired at the men from the woods, but without effect. By information received from the prisoners, it seems that the Dee was commanded by Captain George H. Bier, formerly a lieutenant in the United States navy, and that she had already made three successful trips. Her cargo consisted of bacon, a proportion of lead, and a small quantity of coffee. She ran ashore at 3.30 a. m., either by design or through the ignorance of the pilot, was then fired, her captain and others escaping by means of boats up the inlet.

Very respectfully, your obedient servant,

WM. F. SPICER,
Commander.

Captain B. F. SANDS,

Senior officer present.

BOAT EXPEDITION TO SMITHVILLE, N. C.

*Report of Lieutenant Wm. B. Cushing.*UNITED STATES STEAMER MONTICELLO,
Off Wilmington, N. C., March 5, 1864.

SIR: I have the honor to report that I passed the forts at the entrance to this harbor, with two boats and twenty men, on the night of the 29th of February, and proceeded up the river to Smithville. My object was to land at that town and capture the commanding general, and to board any vessels that might be found at anchor. I succeeded in landing directly in front of the hotel, hid my men under the bank, captured some negroes at work in a salt work, and thus gained such information as desired.

Then leaving most of the men to guard the boats, I proceeded with Acting Ensign J. E. Jones and Acting Master's Mate Howorth, and one seaman, to General Herbert's headquarters, (situated across the street from the barracks, containing about 1,000 men.) I effected an entry, and captured the chief engineer of these defences, but found that the general had gone to Wilmington the same day. The adjutant general escaped from the door after severely wounding his hand; but thinking that a mutiny was in progress, took to the woods with a great scarcity of clothing, and neglected to turn out the garrison.

My boat was about fifty yards from the Smithville fort, and *not so far* from the sentinel on the wharf; but I succeeded in bringing my prisoners off so quietly that they did not discover me. The signal-light was made so tardily that I was abreast of Fort Caswell before they knew that boats were in the harbor, and they did not get a shot at us.

The papers captured were unimportant. The Scotia ran out just before I reached the anchorage, so I did not have the pleasure of calling on the captain.

I send Captain Kelly, Confederate States army, to you, deeply regretting that the general was not in when I called.

I brought off the negroes captured.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Hampton Roads, Va.

JOINT ARMY AND NAVY EXPEDITION UP THE PAMUNKEY AND AGAINST
NEIGHBORING COUNTIES.*Report of Acting Rear-Admiral S. P. Lee.*FLAG-SHIP MINNESOTA,
Off Newport News, Va., March 19, 1864.

SIR: On the 8th instant I accompanied Generals Butler and Meigs to Yorktown to arrange a joint army and navy expedition to operate first up the Pamunkey against the rebel forces in the neighborhood of King and Queen Court House, which had attacked Colonel Dahlgren's party, and then against a party of the enemy who were reported to be fitting out an expedition from Middlesex county, in the Peninsula formed by the Rappahannock and the Piankattank. I enclose a copy of my instructions of March 8 to Lieutenant Commander Babcock, (1,) and his original report dated March 13, (2.)

The department will perceive that the naval part of the expedition was well arranged and executed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Instructions to Lieutenant Commander Chas. A. Babcock.

UNITED STATES STEAMER MORSE,

Yorktown, Tuesday, March 8, 1864—4 p. m.

SIR: General Kilpatrick will leave here at daylight to-morrow, 9th instant, with say two thousand (2,000) cavalry to attack the rebels at King and Queen Court House, who captured Colonel Dahlgren's party and killed him. General Butler will despatch two thousand (2,000) infantry from Norfolk at 9 a. m. to-morrow, to be here by 2 p. m., when, joined by one thousand (1,000) infantry, and commanded by General Wistar, they will proceed and land at Shepard's landing, near the mouth of the Mattaponi. You will accompany these troops from Yorktown to Shepard's landing with the gunboats named in the margin, protect them, and give them all the aid in your power. When the movement against King and Queen Court House is over, or when the above landing is made, General Wistar will inform you how long he shall need the presence of the gunboats at Shepard's landing. General Wistar does not expect to re-embark there, but to march back, and he does expect to march across to Middlesex county, to the point of the peninsula between the Piankatank and the Rappahannock where the rebels are said to be fitting out a boat expedition.

General Wistar desires that you should be with the gunboats between the mouth of the Rappahannock and a point ten (10) miles below Urbana, from Friday evening next to Saturday evening, to prevent the rebels from escaping across the river. General Wistar does not expect to communicate with you there. General Butler will notify Commander Parker of this expedition, and if the latter should be there, you will be subject to his orders whilst operating with him. Make your report to me, however, as soon as practicable. Put yourself in communication with General Wistar, and strive, as you have always done, to advance the public interests.

Respectfully yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Lieutenant Commander C. A. BABCOCK,

United States Steamer Morse.

Gunboats—"Morse," Lieutenant Commander Babcock, commanding.

"Shokokon," Acting Master Sheldon,

"

"Shawsheen," Acting Master Phelon,

"

or "General Putnam," in place of the latter.

Report of Lieutenant Commander Charles A. Babcock.

UNITED STATES STEAMER MORSE,

Off Yorktown, Va., March 13, 1864.

SIR: I respectfully report that, according to your orders of the 8th instant, I have acted in conjunction with the expedition of General Wistar as far as

possible. On the morning of the 9th instant, at 11 a. m., General Kilpatrick and staff arrived on board this vessel; four transports arrived off Yorktown at noon with troops. At 1 p. m. General Wistar arrived on board this vessel with his staff. At 1.30 p. m. got under way; signalled United States gunboats Shokokon and General Putnum to get under way and follow with the transports. Proceeded up the river with this vessel, fleet following in our wake. At 7.20 p. m. entered the Mattapony river, and at 7.45 being abreast of Shepherd's landing, and the night being very dark, placed men with lanterns on the deck as a guide to the transports; ordering the Shokokon to anchor below the transports, and the Putnam again below her, while I remained above them with this vessel. The transports went at once alongside the dock and began disembarking the troops. At 10.30 the General Putnam came alongside with two army gunboats and some launches which had come up the river with orders for General Wistar, but after communicating with him, returned again down the river about midnight. There arrived two more transports with troops; General Kilpatrick and staff then went ashore from this vessel. At 8 a. m. on the morning of the 10th instant, General Wistar and staff went on shore from this vessel; all troops being disembarked and the transports at anchor in the stream. Troops marched away, leaving a picket guard around the wharf. General Wistar, on leaving this vessel, requested me to wait until the evening, and if possible he would communicate with me; but if he did not, that I should return to Yorktown that evening with the fleet. At 10.50 a. m. got under way and went alongside the wharf at Shepherd's landing, leaving the General Putnam above the transports, and the Shokokon below them. At 12.30 army tug Seth Low arrived with a despatch for General Wistar or Kilpatrick, but having no means of communicating with them, I took charge of it, and when I returned to-day delivered it to General Wistar. At 5 p. m. ordered the General Putnam to get under way and proceed down the river with two transports. At 5.30 received on board from the Shokokon a refugee from Richmond, whom I turned over to the military authorities on my arrival at Yorktown. At 6 ordered the Shokokon to proceed down the river with three transports in company. Took on board the picket guard, and having received no communication from General Wistar, at 7.30 proceeded down the river with one transport in company. At 9.30 p. m., weather setting in very thick, and not being able to see the land on either side of the river, came to anchor and burnt a blue light as a signal to the other vessels which were close to me. At 5.30 a. m. on the morning of the 11th instant, got under way and proceeded for Yorktown, where we came to anchor at 8.30. Fog again set in very thick, but at 12.30 p. m. partially cleared up. At 1.30 p. m. got under way and proceeded down the river, but the fog again setting in very thick, came to anchor at 2.40. Weather again clearing up, at 3.30 p. m. signalled the Shokokon and General Putnam to get under way and follow this vessel. After dark the weather again set in very thick on the horizon, but clear overhead; burnt two rockets as a signal to the General Putnam, which she answered; came to anchor at 9 p. m. At 5.30 a. m. on the morning of the 12th instant again got under way, and when off the mouth of Piankatank river exchanged signals with the United States steamer Currituck, of the Potomac flotilla, and when off the mouth of the Rappahannock river saw the gunboats Yankee, Freeborn, Tulip and Fuchsia; communicated with the senior officer present, Acting Volunteer Lieutenant Edward Hooker, commanding United States steamer Yankee, and was informed by him that on Wednesday morning, at 9 a. m., (five hours before the expedition left Yorktown with the transports,) he had heard from people at Urbana that a body of our cavalry had started from West Point for the purpose of cutting off the rebels who were around the Peninsula, and the consequence of which was that the bulk of the rebel soldiers had left the Peninsula directly. Made arrangements with Acting Volunteer Lieutenant Hooker that the gunboats of the Po-

tomac flotilla would keep a vigilant look-out for our forces, and also prevent any rebels from crossing from the mouth of Piankatank river to Mosquito Point, on the Rappanannock. Stationed the General Putnam off Lockley's Point, and the Shokokon off Parrott's islands, with strict orders to look out for any rebels crossing the river, or report to me if General Wistar's forces came in sight. Steamed up the river slowly with this vessel as far as Urbana, then came down again eight miles, and at 12.40 p. m. came to anchor off Grey's Point. At 5 p. m. got under way and ordered the Shokokon and General Putnam to keep under way during the night, to prevent surprise of any kind, and stay as near as possible to their stations, and report to me if anything came in sight. Saw nothing of General Wistar's command or the rebels. At 6 a. m. this morning proceeded down the river, the Shokokon and General Putnam in company, communicated with Acting Volunteer Lieutenant Edward Hooker, senior officer present of the Potomac flotilla, then proceeded for Yorktown, where we came to anchor at 2.30 p. m., and after making proper arrangements with the fleet for the night, came on shore and telegraphed to you, at 4 p. m., my arrival with the gunboats.

* * * * *

I am, sir, very respectfully, your obedient servant,

CHARLES A. BABCOCK,

Lieutenant Commander and Senior Officer present.

Rear-Admiral S. P. LEE,

*Commanding N. A. B. Squadron, U. S. Flag-Ship Minnesota,
Off Newport News, Va.*

EXPEDITION UP CHUCKATUCK CREEK.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., March 31, 1864.

SIR: I have the honor to inform the department that on the night of the 29th instant, during the prevalence of a violent storm, an expedition, consisting of two boats and twenty-three (23) seamen from the United States steamer Commodore Barney, under the command of Acting Master Williams, commanding that vessel, with two boats and thirty-two (32) seamen of this ship, commanded by Acting Master Wilder, of the Minnesota, ascended the Chuckatuck creek and effected a landing at a place called Cherry Grove. It was known that in that vicinity was stationed a company of rebel soldiers, whose capture was the object of the expedition. Procuring a guide, the party made their way to the house in which the objects of their search were sheltered, and by a careful disposition of the force succeeded in surprising and capturing twenty (20) soldiers of the rebel army, with their arms and equipments. With their prisoners the party returned to their boats and brought them safely to the Commodore Barney, lying in the Nansemond.

I have transferred the prisoners to General Butler, and the arms captured with them have been transferred to the naval ordnance depot.

Acting Masters Williams and Wilder speak in commendable terms of the conduct of the officers and men engaged in this exploit, and it gives me pleasure to commend the energy and zeal displayed by these officers in planning and carrying out to a successful termination an expedition of no little difficulty.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Master James M. Williams.

UNITED STATES STEAMER COMMODORE BARNEY,
Nansemond River, Va., March 30, 1864.

SIR : I have the honor to report, that on the arrival of United States steamer Shokokon, on the evening of 29th instant, an expedition under my charge, consisting of thirty-two men with two boats from the United States steamer Minnesota, and twenty-three men with two boats from this vessel, proceeded to Blenkhorn's creek, on the west side of the river. After landing we proceeded to a distance of about two miles and met with a citizen and a negro, whom we took as guides. We then returned to boats and proceeded to Chuckatuck creek. We landed at the head of the creek, and at the distance of about half a mile met with a citizen and his son, whom we also took to guide us to the headquarters of Lieutenant Roy, where we arrived at about 4 a. m. on the 30th instant. We immediately surrounded the houses (the headquarters) and demanded instant surrender, a demand with which they complied, the result of which was the capture of two sergeants and eighteen privates (confederate,) with small arms, &c., without firing a shot. Acting Masters Wilder and Pearson had charge of Minnesota's boat's crew, and both behaved with the utmost coolness and bravery ; I must give them the whole credit of the capture. Mr. Rodgers (pilot of this vessel) piloted the boats up and down the river, and deserve great praise. Acting Master's Mate Auld, of this vessel, had charge of the boats, and displayed the utmost coolness and courage. Acting Third Assistant Engineers Leffler and Shannon also acted with great courage and bravery. I would also respectfully call your attention to John Cross (yeoman,) who had charge of the flag, and did his whole duty to my entire satisfaction.

The petty officers and crew of both vessels did their duty nobly. Should I again have the honor of an expedition under my charge, I will feel confident with such another set of men with me. I am very sorry that we did not take more boats, as we could have captured the whole signal corps of seventeen men if we had accommodation to bring them off to the vessel. The following are the names and rates of prisoners captured at Chuckatuck, Va., by expedition under my command :

Sergeants James Stickler, 17th Va., Co. A, and C. H. Murrell, 11th Va., Co. C. Private James H. Parkham, Lieutenant Colonel Bunchen's artillery ; D. S. Mooney, 7th Va., Co. F ; R. W. Gravatt, 30th Va., Co. F ; J. B. Croy, 7th Va., Co. D ; J. C. Talbert, 29th Va., Co. F ; Thomas Moming, 1st Va., Co. H ; J. D. Williams, 24th Va., Co. I ; W. H. Chishulm, 15th Va., Co. E ; T. B. Luck, 30th Va., Co. E ; S. H. Follax, 11th Va., Co. G ; W. N. Anderson, 1st Va., Co. H ; J. C. Wilkes, 18th Va., Co. K ; J. F. Prebble, 11th Va., Co. B ; W. A. Westmoreland, 1st Va., Co. D ; David Hughes, 29th Va., Co. D ; J. D. Turner, 24th Va., Co. B ; A. M. Kerster, 24th Va., Co. I ; Robert L. Hutchinson, 17th Va., Co. F.

I am, sir, very respectfully, your obedient servant,

JAMES M. WILLIAMS,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Chas. B. Wilder.

UNITED STATES FRIGATE MINNESOTA,
Off Newport News, Va., March 30, 1864.

SIR : I have the honor to report that, in obedience to your order of yesterday, I went with the 4th and 5th cutters, with 32 men and Acting Master Pierson

and Acting Master's Mate Jarvis, and reported to Captain Williams, of the Commodore Barney, to co-operate with him in an expedition to Chuckatuck creek, the object of which was to capture Lieutenant Roy and 27 men of his command. At 11 p. m. we started from the Barney with four boats and 60 men and officers. We landed near Cherry Grove and captured 20 rebel soldiers with all their arms and equipments, but did not succeed in capturing Lieutenant Roy, he being absent from his post. I feel it my duty to mention the brave conduct of the officers and men under my command. Owing to the storm and bad state of our roads, the men of the expedition suffered severely, but they bore it with a zeal and cheerfulness that was surprising. I would not wish better men. I also have to report the loss of one revolver and sword-bayonet belonging to this ship, from accident and not carelessness. * * * *

Very respectfully,

CHAS. B. WILDER,
Acting Master, U. S. N.

Lieutenant Commander J. H. UPSHUR,
Commanding U. S. S. Minnesota.

ATTACK ON THE MINNESOTA BY A TORPEDO BOAT.

Telegram from Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,
April 9, 1864—7 a. m.

The Minnesota was struck by a small torpedo boat in the port quarter, about 2.15 this a. m. No leak whatever; injury very slight.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 15, 1864.

SIR: I transmit enclosed the following reports respecting the attack by the rebels on this ship with a torpedo on the night of the 8th inst., viz: (1) report of Lieutenant Commander Upshur, commanding Minnesota; (2) of Acting Ensign Birtwistle, Minnesota, officer of the watch at the time of the attack, both dated 9th inst.; (3) of Acting Ensign I. Miller, commanding tug Poppy; (4) of Acting Master's Mate H. M. Pishon, Poppy, officer of the watch, both dated 12th inst.; (5 and 6) of Acting Third Assistant Engineers James Spears dated 14th inst., and M. Boggins, Poppy, dated 12th inst.; (7) of Fleet Captain J. S. Barnes, reporting investigation made by him, by my order, of the facts and circumstances attending and causing the failure of the tug Poppy to comply with the orders given on the occasion, dated 13th inst.

I also enclose (8) a copy of an order issued by me on the 9th inst., assigning certain vessels to run down any suspicious object seen floating at night; (9) report of survey held by my order to ascertain the nature and extent of the injury done to this vessel; (10) copy of the reports of surveys held at the request of fleet paymaster, showing the injury done in that department; and (11) report of Fleet Engineer Garvin.

I recommend that the appointment of Acting Ensign and Pilot Miller, commanding the Poppy, be revoked, leaving him in his former grade of acting master's mate; and that Acting Third Assistant Engineer James Spears, and Acting Master's Mate Pishon, who was sleeping during his watch, be dismissed the service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant Commander J. H. Upshur.

UNITED STATES SHIP MINNESOTA,

Off Newport News, Va., April 9, 1864.

SIR: I have to report that last night about two o'clock, while riding to the ebb tide, a dark object was discovered slowly passing the ship, about two hundred yards distant. It was thought to be a boat, and hailed: to the hail was answered "Roanoke." By this time it was directly abeam, seemingly without any power of locomotion. The officer of the deck promptly gave orders to the tug astern to go and examine it, and repeated his orders several times before getting any reply, and while endeavoring to have this order executed, the object, a "David," approached the ship just abaft the port main chains and exploded a torpedo under her, the "David" making off in the direction of the Nansemond river. Several muskets and a round shot were fired at it, and every effort made to send in pursuit, but the tug Poppy had failed to keep the required look-out, and also had allowed her steam to go down, which was not discovered until the "David" had disappeared. Vessels were sent in search, but failed to find her.

I submit the accompanying report of Acting Ensign Birtwistle, officer of the deck at the time specified. It is difficult to say how far the ship may be damaged, although she manifests no leak. The shock was quite severe, and I should be glad to have a survey to ascertain the extent of injury sustained.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,

Lieutenant Commander, Com'dg U. S. Steamer Minnesota.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Ensign James Birtwistle.

UNITED STATES STEAMER MINNESOTA,

Off Newport News, Virginia, April 9, 1864.

SIR: At 1.45 this morning, while in charge of the deck, the quartermaster directed my attention to a boat adrift, a little forward of the port beam, and about one hundred and fifty yards distant, and while passing to the port side of the bridge the sentry at the gangway hailed her; she answered "Roanoke." I then hailed her and could not make out her reply. I went down off the bridge and hailed her from the quarter; she answered, "Roanoke." I told him not to come alongside; he answered, "aye, aye". I hailed the tug Poppy three times, and told him to see what that boat was. He said "aye, aye".

I thought the boat was nearing us, and could not see any oars. I sent a messenger to call you, sir, and ordered the boat to keep off, or I would fire into him. I repeated the order, but discovered she was nearing us fast. I then ordered the Poppy twice to run that boat down. I then saw the glimmer of a light. The quartermaster said he could hear her puff. I jumped to a convenient gun; called for help to train it. The sentries on the gangways and forward fired three shots at her; but before I could fire the gun she was inside of range. I jumped back from the gun, and the explosion followed. I then met you at the cabin hatch, and in answer to your inquiry, said it was a torpedo. Men were rushing on deck, the drum beat to quarters, and I went forward and fired a shell, from a nine-inch gun in my division. After the explosion I thought sure the Poppy would capture her, or I would have remained at the quarter-deck guns. The rest, sir, you saw.

I am, sir, very respectfully,

JAMES BIRTWISTLE,
Acting Ensign.

Lieutenant Commander J. H. UPSHUR,
Commanding United States Steamer Minnesota.

Report of Acting Ensign Isaac Miller.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, Virginia, April 12, 1864.

SIR: I would most respectfully submit the following circumstances, in order to exonerate myself, as much as possible, from the blame attached to me:

On Friday, the 8th instant, I was ordered to drop astern of the Minnesota with the tug, of which I was in command, and hang a hawser. This I did. Here I would particularly request your consideration. I had so arranged the watches that I should always be on deck, from four o'clock in the morning until eight o'clock at night. It being after eight o'clock on the night in question, after seeing the tug properly secured, I intended to go below, but before doing so I went to the engine-room and told the engineer of the watch to have everything ready to start at a moment's notice, adding that I did not know the moment we would be called upon to perform some errand. He replied, "aye, aye." I then told the officer of the deck, Mr. Sullivan, to keep a good look-out and answer all hails from the Minnesota, and to call me if anything occurred. After the watch had been reported to me on deck, I went below. I lay down on the settee in the cabin without undressing, in order to be on hand as quickly as possible. I was suddenly roused up about two o'clock in the morning by some noise. I rushed on deck and found they had been hailing us from the ship to come alongside. On going forward I saw a boat on our port bow. Soon afterwards I was ordered, from the Minnesota, to run her down. I jumped into the pilot-house, and with the firm impression that everything was ready to start the tug, I ordered the hawser to be cut off, and rang one bell to go ahead. To my utter astonishment, I found the engine was not started, and I went to the engine-room to ascertain the cause; meantime the hawser had been cast off, and the boat was drifting astern. I told the engineer to try and turn over the engine; and I must do him the justice to say, he made every effort to do so, but in vain. He told me he had only a few minutes before pumped up the boilers. As soon as sufficient steam could be got up I obeyed the order to come alongside the Minnesota. Before sufficient steam could be got up, the boat which I saw had disappeared.

I regret exceedingly the above unfortunate circumstances which prevented

me executing the orders given me, and which accorded so well with my feelings—that of bringing to speedy punishment the perpetrators of a deed as daring as it was vicious.

Trusting that the reasons I have given, as well as my endeavor to do my duty faithfully on all occasions, will relieve me from the imputation of negligence under which I now labor.

I am, very respectfully, your obedient servant,

ISAAC MILLER,

Acting Ensign and Pilot, late in Command of the U. S. S. Poppy.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Master's Mate H. M. Pishon.

UNITED STATES STEAM TUG POPPY,

April 12, 1864.

SIR: The following are the facts concerning this vessel during the night of the 8th instant: Between the hours of 9 and 10 p. m. I “turned in,” as has been the custom while lying securely moored alongside or astern the Minnesota. I soon fell asleep, and was conscious of nothing till I was half aroused by a call from the Minnesota, and which was immediately followed by the explosion of the torpedo. I immediately sprang to the wheel and saw the torpedo boat lying about amidships of the ship, and, as near as I could judge, about thirty or forty feet distant from the frigate and about thirty or forty yards from the tug. I was hailed from the ship and ordered to let go and “run her down.” I wished them to let go our lines, but was ordered to let go ourselves. We had from thirty to forty fathoms of the hawser coiled on the house. I ordered the watch to let go the line, and rang to go ahead, when I was answered by the engineer that he had no steam. All were aroused by the shock of the explosion, and when I rung up, the captain stood by the wheel-house, down on deck, and hailed the officer of the deck, and told him that he thought it was the picket boat from Norfolk, as it resembled her very much in the gloom of the night. From the time I sprang to the wheel and parleyed with the officer of the deck regarding the hawser, till I rung up, which was probably all done in one or two minutes, the boat lay motionless. When I struck the bell, she sheered off in the direction of the Nansemond, and gave her full steam, judging by her “exhaust” and the sparks from the smoke-stack. She was soon lost sight of in the darkness. During this time the engineer was endeavoring to raise his steam, and by the time he had steam we were something like three-quarters of a mile astern. I know nothing of the state of the fires or quantity of steam at the time. Had we had steam I think we could have run her down; at any rate we should have done all in that direction that was possible for us to do.

While I have been in the tug it has been customary to sleep while lying secure alongside or astern, thinking nothing wrong, and having a good watch on deck to answer all hails from the ship, and when hailed have never been found wanting before as to steam or anything else. We have never received orders to keep guard for the Minnesota, and when cruising in the river or picket, have always received positive orders not to go below the Roanoke iron-clad, except to make a circle around her occasionally. During the winter we have cruised between the wharf at Newport News and the Roanoke; and latterly, while on picket, have received orders to run across the river between the Roanoke and Atlanta. These orders we have strictly obeyed, and by them have always

supposed that no danger was apprehended to the Minnesota, but to the iron-clads. Captain Miller, from the time that he came on deck, did all that laid in his power to get steam up and give chase to the enemy.

Most respectfully, &c.,

HENRY M. PISHON,
Acting Master's Mate.

Fleet Captain BARNES.

Report of Acting Master James Speirs.

UNITED STATES STEAMER MINNESOTA,
Off Newport News, Va., April 14, 1864.

SIR: In obedience to your verbal order of the 14th instant, I respectfully submit the following statement:

Agreeably to the orders of the senior engineer in charge, I had twenty pounds of steam—the quantity maintained while lying alongside the flag-ship. On being hailed, I immediately gave orders to spread fires, which were promptly obeyed, at the same time opening my steam jet. Returning to the engine-room I received “two bells,” (to back,) which was done, the engine running slowly. An order “to go ahead” was next sent to me and obeyed, but very slowly, as the steam was rapidly falling. Perceiving this, and unable to stem the tide, I was compelled to stop the engine until the necessary amount of steam was restored. The sole cause of this loss of steam was due to the fact that I was obliged to *feed my boilers* about five minutes prior to the order to get under way, to keep the same steam down, not being permitted to blow when lying by the flag-ship.

I am, very respectfully, your obedient servant,

JAMES SPEIRS,
Acting Third Assistant Engineer U. S. Tug Poppy.

Fleet Captain BARNES,
North Atlantic Blockading Squadron.

Report of Acting Third Assistant Engineer M. Boggins.

UNITED STATES STEAMER POPPY,
Off Newport News, Va., April 12, 1864.

SIR: I respectfully submit the following report concerning the explosion of a torpedo and the state of this vessel on that morning:

At or about 12.30 on the night of the 8th instant I turned in, being off watch, and slept until awakened by the explosion of the torpedo. On hurrying to the engine-room I found that the bell had been rung to go ahead, and that there was but twenty pounds pressure of steam on the gauge, and the water in the boilers being cold, (as, in obedience to order of Fleet Engineer Garvin not to blow off steam, we were compelled to keep pumping and blowing,) this was not sufficient to work the engine. The engineer on watch was exerting himself to the utmost to get up steam, aided by the captain and myself as soon as there, notwithstanding we were nearly half an hour before we had steam enough to work the boat. Previous to the order of fleet engineer we had orders from the captain to keep up steam at all times sufficiently to work the engines, and twenty pounds is sufficient if the pressure can be kept up. Our boiler is too small to keep up the pressure to the nicety the order demands at all times, and

that time we were unfortunately caught. All the officers and men did their best to assist in raising steam in time, and are deeply chagrined at their failure.

In speaking of the order not to blow off steam, we were not to blow through the safety-valve, but through the surface-blow, in order to avoid noise.

I am, very respectfully, your obedient servant,

MARTIN BOGGINS,
Acting Third Assistant Engineer, in charge ad interim.

Report of the Fleet Captain Jno. S. Barnes.

FLAG-SHIP, N. A. BLOCKADING SQUADRON,
Off Newport News, Virginia, April 13, 1864.

SIR: I have carefully investigated the facts and circumstances attending and causing the failure on the part of the tug Poppy to comply with the orders given to, and received by, the officers of that vessel to run down and destroy the rebel torpedo boat which attacked the Minnesota on the morning of Saturday, the 9th instant.

I have examined all the officers of the Poppy, and caused written statements to be made from each of them to all the facts coming within their personal knowledge, and from a comparison of their statements and their written reports, the following facts are adduced:

The tug was lying astern of the Minnesota, secured by a hawser from the tug. No watch was on deck known to any of the officers. General directions had been given for an anchor watch to answer hails from the Minnesota, and an order had been given by the captain of the tug, that steam should be ready to move at any moment. When the torpedo boat struck the ship there was no one ready to respond to the order to run the boat down, until Acting Master's Mate Pishon, whose watch it was, and Acting Ensign Miller, in charge of the tug, aroused from sleep by the shock and repeated hails, took the wheel and rang the bells to start the engine. The tug had been lying with fires banked, and, by all accounts, the boiler had but a few minutes before been pumped up with cold water. The gauges showed 20 lbs. of steam, but as soon as the throttle was opened and the jet put on, the steam ran down to four or five pounds, and the engine could not be turned. The hawser which held the tug was slipped from the tug, some forty (40) or fifty (50) fathoms running over the side from the place where it was coiled, and the tug drifted helplessly astern with the ebb-tide about half an hour, during which time the torpedo boat made off towards the Nansemond side of the river, and disappeared in the darkness. A half hour had passed from the time of the explosion of the torpedo before the Poppy had steam enough to move. Previous to this night the Poppy had been employed as a picket boat around the Roanoke, with instructions to run down and ram anything of a suspicious character which was seen approaching or floating near; and it appears that when not so employed about the iron-clads, the officers had improperly conceived that no vigilance was required from them. Upon the night in question, the tug Young America was guarding the Atlantic; the tug Violet, just returned from the navy yard, where she had been under repairs, was guarding the Roanoke against torpedoes, and the Poppy was retained at the Minnesota in place of the Mount Washington, previously employed on that duty, and then absent for repairs.

Written orders assigning these tugs to this special duty had been issued with a view of meeting this species of attack, and there is no reason or excuse for the failure of the Poppy promptly to respond to the call made upon her to run the torpedo boat down—a duty which she could easily have performed, had she been in a condition to move, and her commanding officer vigilant. That she

was not in such condition is the fact, and the responsibility of the failure rests upon her commanding officer, Acting Ensign Isaac Miller, Acting Master's Mate Pishon, the officer of the deck, and Acting Third Assistant Engineer James Speirs, the engineer in charge. Had they performed their duty, a vigilant watch would have been kept, steam would have been ready, and the capture or destruction of the torpedo boat would have been accomplished.

There were at the time of this occurrence three (3) acting master's mates, and three (3) engineers attached to the tug Poppy, besides Acting Ensign Miller, who was in command. The senior engineer was absent on leave of absence.

Acting Ensign Miller has heretofore exhibited much zeal and intelligence in the performance of his duty, and I have always regarded him as an intelligent and capable officer, peculiarly fitted for the position he has held.

I enclose herewith the written statements of Mr. Miller, Acting Master's Mate Pishon, and Third Assistant Engineers Speirs and Boggins, of the Poppy.

I am, very respectfully, your obedient servant,

JOHN S. BARNES,

Lieutenant Commander and Fleet Captain, N. A. B. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Orders of Rear-Admiral S. P. Lee.

FLAG-SHIP MINNESOTA,

Off Newport News, Virginia, April 9, 1864.

The tug Violet is assigned to the Roanoke; the tug Young America is assigned to the Atlanta; the tug Cohasset, or H. Brincker, is assigned to the Minnesota.

These tugs are to be kept under way from sunset to sunrise, and during thick and foggy weather by day, with a good head of steam up, (a regular watch of officers and men; battery clear and provided,) from 50 to 100 yards astern of these steamers respectively, all ready for ramming and running down, without your waiting for further orders, any David or torpedo, or other suspicious vessel or boat approaching the vessel to which the tug is assigned. These tugs are to be kept for this special service, and to do no other duty, and they are to have bold and trustworthy officers in charge of them, and faithful engineers.

It shall be the duty of the commanding officers of the steamers named, each to see that his tug is kept in a high state of discipline, and that it has the necessary officers and men on board, and that her deficiencies of complement are supplied from his steamer until otherwise provided for, and to apply for a relief tug or gunboat when this fails from any cause.

No boat is allowed to leave or be absent from any vessel of this squadron, in James river, from sunset to sunrise.

It shall be the duty of the officer of the deck, on board the tug, to report every half hour and until answered, whilst under way, to the officer of the deck of the steamer, that the tug "is all ready," and the look-outs on the tug shall make the usual audible call when the bell strikes.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

A copy sent to fleet captain and the commanding officers of the Minnesota, Roanoke, Atlanta, Young America, Violet, and Henry Brincker.

Order of Acting Rear-Admiral Lee for survey of injury of the Minnesota.

FLAG-SHIP, N. A. B. SQUADRON,
Off Newport News, Virginia, April 9, 1864.

GENTLEMEN: Hold a strict and careful survey to ascertain and make separate reports for the respective bureaus of the Navy Department, showing the amount of injury or damage sustained, except in the paymaster's department, by the explosion by the rebels last night of a torpedo under the port side of this ship.

Respectfully, yours,

S. P. LEE.

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Captain GUERT GANSEVOORT.

Lieutenant JOSEPH FYFFE.

Carpenter J. W. STIMSON.

Report of survey.

UNITED STATES IRON-CLAD ROANOKE,
Newport News, Va., April 12, 1864.

ADMIRAL: In obedience to your order of April 9, we have held a strict and careful survey to ascertain the amount of injury or damage sustained by the explosion of a torpedo under the port side of the United States steamer Minnesota, as far as we can ascertain.

DESCRIPTION OF INJURY.

Port after shell-room.—1st and 3d futtocks of two frames badly sprung. The diagonal straps sprung off. The deck sprung, nine planks being sprung off from the beams about three-fourths of an inch. The linings of the bulkhead sprung badly. Amidship bulkhead started inboard about six inches.

Spirit-room.—Forward frame broken. Planking sprung. Second frame badly sprung. Bilge streak broken and sprung off. Third frame sprung. Planking sprung outboard from timbers about one inch, (2) two butts of second bilge streak sprung up. Decks started up. One deck plank broken over the spirit-room.

The centre of the injury appears to be about ten feet below the surface of the water. The shelving of the port magazine started. Port steerage bulkhead broken. One ladder broken, and all the rest unshipped. Nine deck planks of port steerage broken. In the port after magazine, the shelving has been shattered. Two butts on the gun-deck started upon the port side at No. 13 gun; seventeen planks from the water-way; two axletrees on gun-deck broken, and one on spar-deck broken of nine-inch gun-carriages. Two lower half-ports on spar-deck and two lower half-ports on gun-deck broken; preventive plate for main channel, next to after one, sprung out about half an inch. One of the bolts of the crane for spare spars, in the main chains, started one inch. The paymaster's store-rooms in the cockpit on the port side show the power of concussion, all the shelves being broken and disarranged. Carefully examined the outside of the ship abreast of the place of injury, and were unable to find any of the copper torn off, or any inequalities on the bottom of the ship. The bulkhead of the shaft-alley, abreast of the shell-room, started inboard about six inches for a distance of fifteen feet on the port side.

The binnacle on the quarter-deck forward of the mizenmast unshipped from its pedestal on the bridge and thrown three feet towards port side.

DAMAGE DONE IN THE ORDNANCE DEPARTMENT.

Number of shell boxes destroyed.....	IX inch.....	78
“ “ bags	IX “	32
“ canister broken	XI “	5
“ sabots and straps	IX “	110

Three IX-inch gun-carriages are disabled; the fore axletree of one being broken in two places, the others badly sprung. Two elevating screws that were attached to the guns on the above carriages were rendered useless by being bent, also the elevating screw of the XI-inch pivot by the same cause. The following equipments are broken and rendered useless: three (3) IX-inch sponges, two (2) IX-inch rammers, two (2) ordinary handspikes, one (1) roller handspike; also four (4) tompons and two (2) reinforce sight aprons missing from IX-inch guns on port side.

Very respectfully, your obedient servants,

GUERT GANSEVOORT, *Captain.*
JOSEPH FYFFE,

Lieutenant Commanding U. S. S. Commodore Morris.
J. W. STIMSON, *Carpenter.*

UNITED STATES SHIP MINNESOTA,

April 10, 1864.

SIR: In obedience to your order of this date hereunto annexed, we have held a strict and careful survey on the articles complained of by Purser Charles C. Upham, and beg leave to make the following report, viz: Of seventeen boxes of coffee (850 lbs.) in the spirit-room, but one and a half ($1\frac{1}{2}$) boxes have been saved; the remaining fifteen and a half ($15\frac{1}{2}$) boxes (775 lbs.) we find scattered throughout the spirit-room, mixed up with particles of soap and the salt where-with butter barrels were encased. We find three (3) barrels of butter to be a total loss, the staves and heads being broken and crushed in—butter being mingled with salt wherein it was encased; from heads of the barrels found, the average weight of each barrel may be assumed at ninety (90) pounds. We also find eighty-nine (89) cans (350 lbs.) of preserved meat so jammed and battered as to leak, meat protruding through the cans, already decomposing and unfit to issue.

We respectfully recommend that the foregoing 775 pounds of coffee, 270 pounds of butter, and 356 pounds of preserved meat be thrown overboard.

Very respectfully, your obedient servants,

JAMES D. MURRAY, *Paymaster.*

J. H. UPSHUR, *Lieutenant Commander.*

CHARLES B. WILDER, *Acting Master.*

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Approved.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

I certify that the foregoing articles recommended to be thrown overboard were so disposed of in my presence.

JAMES D. MURRAY.

UNITED STATES SHIP MINNESOTA,

April 10, 1864.

In obedience to your order of the 10th instant, hereunto annexed, we have held a strict and careful survey on the articles complained of by Purser Charles C. Upham, and beg leave to make the following report, viz: We find of soap three boxes (225 lbs.) have been pulverized and mixed with coffee, salt, butter, rubbish, and consider it a total loss; this 225 lbs. of soap (in dust) we also respectfully recommend to be thrown overboard.

Very respectfully, your obedient servants,

JAMES D. MURRAY, *Paymaster.*

J. H. UPSHUR, *Lieutenant Commander.*

CHARLES B. WILDER, *Acting Master.*

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Approved.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

I certify that the foregoing articles recommended to be thrown overboard were so disposed of in my presence.

JAMES D. MURRAY, *Paymaster.*

Report of Fleet Engineer B. F. Garvin.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Off Newport News, Va., April 15, 1864.

SIR: In compliance with your order, to inform you in writing as to the nature and time of the order I passed to the senior engineer of the United States steam tug Poppy, I would respectfully state that I have been frequently requested to give orders to the tugs "to stop blowing off steam." Whenever this request has been made, I have always informed the officers that it could not be done, and at the same time have the tugs ready for instant use.

The last request of this kind was made to me about a month since, by the executive officer of this ship, Acting Volunteer Lieutenant Charles B. Wilder, who informed me that the tug Poppy made so much noise by blowing off steam, that his orders, and those of the officer of the deck, could not be heard. I informed Mr. Wilder that I would see the senior engineer of the Poppy, (when she returned with the mail,) and ascertain what could be done.

On the return of that vessel I sent for Acting Second Assistant Engineer John Evans, who was in charge, and inquired whether he could not avoid so much blowing off through the safety-valve, (while alongside this vessel,) by feeding and blowing. He informed me that he did blow and feed as much as he could and keep steam to be ready to move; that the Poppy was carrying the mail, and it was impossible to know at what moment the bell might ring to get under way. I told him he was doing right, and if he could not keep ready without blowing, then he would have to continue it, but to avoid raising the safety-valve higher than was absolutely necessary.

I am, sir, very respectfully, your obedient servant,

BENJAMIN F. GARVIN,

Fleet Engineer, N. A. B. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

EXPEDITION TO THE VICINITY OF POQUETANK CREEK.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 11, 1864.

SIR: Acting Master Wright, United States steamer Mystic, reports, under date of 9th instant, that on the 7th instant he proceeded up York river, by General Wistar's request, to co-operate with a small party of cavalry sent by him to scout the vicinity of Poquetank creek, where armed boats were reported to be concealed. The Mystic, with a small body of infantry aboard, arrived opposite the creek in advance of the cavalry, and sent in three armed boats and two skiffs with the soldiers.

They landed on both sides the creek, and succeeded in capturing and bringing off one large pontoon, two boats, eight skiffs, six compasses, and fifty-eight (58) new oyster-tongs. No resistance was encountered, nor any of the enemy seen.

After further search for any boats that might be secreted, the party re-embarked, and the Mystic returned to her anchorage at the mouth of York river.

I have directed Lieutenant Commander Babcock to send these captured articles to Washington, with proper witnesses, as in the former case.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

DESTRUCTION OF STATE SALT WORKS IN NORTH CAROLINA.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Virginia, April 26, 1864.

SIR: The statements of refugees received on board the Nippon, off Wilmington, on the 7th instant, indicating that the extensive and valuable State salt works in that vicinity are weakly defended, and might be destroyed, I directed Captain Sands to organize a boat expedition, under command of Acting Volunteer Lieutenant Breck, to effect this important object.

I am happy to inform the department of the complete success of the expedition, which resulted in the complete destruction of one large steam-pump, boilers and engine attached, seven large boilers, about two hundred salt-pans, the large vats, reservoirs, and out-buildings of the establishment, a large wind-mill, and fifty or sixty government wagons with harness complete. The furnaces and boilers were blown to fragments with thirty-pound shell. One hundred and sixty conscripts were captured, of whom but fifty could be brought off in the boats across the rough bar. Complete order and discipline were observed, much to the credit of the officers and men engaged. The work was well and quickly done, the bar at Masonboro' safely crossed and recrossed on the same tide, and the vigilance of the military force close by completely eluded. My thanks are especially due to Captain Sands and Acting Volunteer Lieutenant Breck for the

good arrangements made, and to Acting Volunteer Lieutenant Breck for the admirable manner in which they were executed.

I have taken the pilots Orell and Puckett into government service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Virginia, April 26, 1864.

SIR: I enclose the official instructions given, and reports made, respecting the destruction of the State salt works at Wilmington, North Carolina, on the 22d instant, by an expedition under Acting Volunteer Lieutenant Breck, despatched under my instructions to accomplish this important service as stated in my number 270 of this date, as follows:

1. My letter to Acting Volunteer Lieutenant Breck, of the 22d ultimo.
2. Copy of Acting Volunteer Lieutenant Breck's reply of April 1 to No. 1, with my indorsement of April 6, addressed to Captain Sands, and his indorsement of April 22.
3. Report of Captain Sands of April 22, with its enclosures.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Acting Rear-Admiral Lee to Acting Volunteer Lieutenant Breck.

UNITED STATES FLAG-SHIP MINNESOTA,
Off Newport News, Va., March 22, 1864.

SIR: I have received from Captain Sands the statements of refugees taken on board the Nippon on the 7th instant.

Can you obtain information of any practicable way of reaching and destroying the State salt works, which these persons agree in saying are weakly defended?

Respectfully, yours,

S. P. LEE,

Commanding N. A. B. Squadron.

Acting Volunteer Lieut. J. B. BRECK,

United States Steamer Nippon.

Letter of Acting Volunteer Lieutenant Breck to Acting Rear-Admiral Lee.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., April 1, 1864.

SIR: In answer to your communication of 22d March, I have the honor to state that one of the refugees spoken of, a Mr. Pucket, offered to pilot boats into Masonboro' sound to destroy the salt works, provided we would take off the

people employed there, as they would be conscripted into the rebel army if the works were destroyed. He seemed to think a force of forty to fifty men would be ample, and that boats could land very near the works. This individual is now at Beaufort, North Carolina, and has applied to me for a position as pilot.

Very respectfully, your obedient servant,

J. B. BRECK,

Acting Volunteer Lieutenant, Com'dg U. S. Steamer Nippon.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Fortress Monroe, Va.

Indorsed on above letter :

MINNESOTA, April 6, 1864.

Acting Volunteer Lieutenant Breck, under date of 7th ultimo, reports picking up a small boat containing six (6) refugees, and gives their statements in relation to the salt works as follows :

J. H. Pucket says : The State salt works in the sound are only protected by a few pickets, and could be easily destroyed. The men employed there are anxious to escape. There is but one battery on the beach between Masonboro' inlet and Fort Fisher.

John Sears states : The State salt works could be easily destroyed, and the men employed in them would make their escape if the pickets were driven away.

John Wheeler states : There is a large number of persons employed in the State salt works. The works are unprotected and could be destroyed by a small force. The men employed there are anxious to escape.

The within reply of Acting Volunteer Lieutenant Breck is referred to Captain Sands, who is hereby authorized to examine these refugees, obtain the services of one or more as guides, and to send a sufficient expedition, under Acting Volunteer Lieutenant Breck, to destroy these salt works, if the project holds out a reasonable prospect of success. Pucket may be taken into service as a pilot, if qualified and needed.

Indorse your action and return.

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Returned April 26, indorsed as below :

UNITED STATES STEAMER FORT JACKSON,

Off Wilmington, N. C., April 22, 1864.

Expedition sent accordingly, and the salt works successfully destroyed. Report will follow.

B. F. SANDS,

Captain U. S. N., Senior Officer off Wilmington.

Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,

Off New Inlet, Cape Fear River, April 22, 1864.

SIR : In conformity with the authority conveyed by your indorsement upon the communication of Acting Volunteer Lieutenant Breck to you, dated 1st April, 1864, I have to report that, as soon as practicable after my arrival here, I despatched the Nippon to Beaufort for the necessary guides, and organized an expedition consisting of three (3) boats' crews and officers from the Nippon, one (1) from the Howquah, and two from this ship, the latter in charge of

Acting Masters W. E. Dennison and R. P. Swann, and Master's Mates Eytinge and Moore, of this ship—six (6) boats and seventy-two (72) men, exclusive of officers—all under the command of Acting Volunteer Lieutenant J. B. Breck, commanding United States steamer Nippon, to destroy the extensive State salt works at Masonboro', North Carolina. Surgeon P. S. Wales, of this ship, volunteered and accompanied them.

After sunset last evening the Nippon and Howquah took up positions off Masonboro' inlet, the latter to take possession of and shell the beach to the southward of the inlet, to cover their retreat, and the expedition was started in.

Before 10 p. m. the work of destruction was accomplished, returning to the vessels without the loss of a man, after demolishing and burning fifty (50) government wagons, seven (7) large buildings containing boilers, two (2) horse-sheds, one (1) windmill, one (1) large and valuable steam-pump, and one hundred and eighty (180) salt-pans, which turned out one hundred and ninety bushels of salt per day, employing over two hundred conscripts. Sixty-two prisoners (conscripts) were brought off in the boat, and as many or more were left behind for want of room in the boats. It was a complete surprise and most admirably conducted.

These were the most extensive salt works in the State. Their loss will be severely felt by the enemy, as they were their main reliance for meat-packing, and the amount of property destroyed must be hundreds of thousands of dollars.

I enclose the reports of Lieutenant Breck, commanding expedition, and Acting Master Balch, commanding Howquah, heartily indorsing their commendations of the steady conduct of the officers and men of the expedition, showing the good discipline of all, and will add that Acting Masters Dennison and Swann, of this vessel, have before been conspicuous for gallantry—the former wounded twice, severely, in the destruction of salt works on the west coast of Florida, and the latter for his conduct when in charge of the naval batteries landed at Vicksburg. * * *

I respectfully recommend that Orell and J. H. Pucket be appointed pilots in the navy for their faithfulness in guiding the expedition which has resulted so successfully.

Enclosed is a sketch showing the locality of the destroyed works and the route taken by the party.

Very respectfully, &c., your obedient servant,

B. F. SANDS,

Captain U. S. N., Senior Officer off Wilmington.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron,

Flag-Ship Minnesota, off Newport News, Va.

Report of Acting Volunteer Lieutenant J. B. Breck.

UNITED STATES STEAMER NIPPON,
Off New Inlet, North Carolina, April 22, 1864.

SIR: In obedience to your order, I have the honor to report the entire destruction of the State salt works on Masonboro' sound. At 6.30 p. m. of the 21st the steamer Howquah proceeded to station number 4, with orders at dark to send in a boat with crew to be landed and to march up the beach to the northward to Masonboro' inlet, and to capture all pickets which they might find, and hold the point of land on the south side of the inlet, to prevent the boats going into the sound from being cut off on their return; all of which was successfully accomplished by Acting Master Balch, commanding the Howquah. Placing this steamer in command of Acting Ensign N. Larsen, the expedition left at 7 p. m.

consisting of 1st cutter of steamer Fort Jackson, commanded by Acting Master Dennison, accompanied by Acting Master's Mate Eytinge and sixteen (16) men; 2d cutter of steamer Fort Jackson, commanded by Acting Master Swann, accompanied by Acting Master's Mate Moore and sixteen (16) men; 1st launch of this steamer, commanded by Acting Ensign Henry S. Borden, executive officer, Senior Engineer T. L. Churchill, Acting Master's Mate George W. Barnes, and seventeen (17) men; 2d launch of this steamer, commanded by Acting Ensign E. N. Semon, and Pilot J. H. Pucket, and seventeen (17) men; the 2d cutter of steamer Howquah, commanded by Acting Ensign St. John's, and crew of ten (10) men; and the gig of this steamer commanded by myself, in command of the expedition, accompanied by 3d Assistant Engineer Sanborn, Francis Belmanna, surgeon's steward, in charge, J. J. Orell, pilot, and twelve (12) men. We proceeded across the bar through heavy breakers without accident, and after some delay by getting ashore, and the narrow channels, reached the State salt works shortly before 9 o'clock. We landed and got in rear of the works without being discovered, threw out pickets and commenced the work of destruction, and succeeded in totally destroying the works and everything connected with them. As near as we could ascertain, the work being done so quickly, we destroyed fifty or sixty large government wagons and harnesses, one large steam-pump boiler and engine attached, one large windmill, several horse-sheds, seven (7) large boilers and some two hundred (200) salt-pans, large vats, reservoirs, and out-buildings attached. After destroying the pans and vats, we threw 30-pound shell into all the furnaces and under all the boilers, which blew them all to fragments; captured one hundred and sixty (160) conscripts engaged in the salt works. We learned that there were two companies of artillery and one of cavalry within a mile and a half of us. We learned also that one of our prisoners had escaped and taken the road to Wilmington, that city being but seven (7) miles from us. Fearing that if I remained over another tide, and we could not cross the bar at low water, I might be captured, and having accomplished all I intended to, took as many prisoners as the boats would carry, sixty (60) in all, and started for this steamer. Got aboard at 11 o'clock without accident of any kind. Made signal to the Howquah "all aboard," when Captain Balch withdrew his men from the point, all safe. Thinking there might be some pickets near the Half-Moon battery, I stationed the Howquah to guard the entrance, and proceeded with the Nippon near the Half-Moon battery, landed fifty (50) men with orders to sweep the beach to Masonboro' inlet, a distance of about ten (10) miles; found no pickets, they having been drawn in, but found and brought off four (4) refugees, one woman and three men.

At 3.30 all boats returned on board, and at daylight stood close in to the beach, and threw a few shell into a rebel camp on the mainland. At 7 a. m. the Nippon and Howquah left Masonboro' inlet and reported to senior officer B. F. Sands. I have to express my high admiration of both officers and men, the good discipline, and the strict obedience to orders, without which it would have been impossible to accomplish so much in so short a time. There was no leaving their posts; and when ordered to search the surrounding houses, no persons were insulted or private property injured. The success of the expedition without loss or accident is due to them, and my thanks also are due to our guides, Orell and Pucket, for the efficient manner in which they performed their duty. I would also add that Surgeon P. S. Wales, of the Fort Jackson, was detailed for duty to this vessel for the occasion.

Very respectfully, your obedient servant,

J. B. BRECK,

Commanding United States Steamer Nippon.

Captain B. F. SANDS,

Senior Officer present.

Report of Acting Master J. W. Balch.

UNITED STATES STEAMER HOWQUAH,
Off New Inlet, N. C., April 22, 1864.

SIR: In obedience to your order of April 21, I reported to Acting Volunteer Lieutenant J. B. Breck, commanding United States steamer Nippon, and by orders from him sent (at 4 p. m.) the second cutter, in charge of Acting Ensign G. P. St. John, and ten men to report to him. At 4.30 p. m. got under way and proceeded to station number (4.) At dark I sent in first cutter, in charge of Acting Ensign and Executive Officer R. W. Rountree, accompanied by Acting Masters Mate F. P. Haskell, of this ship, and Acting Ensign J. J. Reagan, of the United States steamer Nippon, as guide, with twelve men, to march up the beach to Masonboro' inlet, and capture all pickets they might find, and to hold the point on the south side of the inlet, to protect the boats returning from the sound; the Howquah proceeding up the beach in three fathoms of water to shell the beach in case of an attack from the southward. At 10 p. m. our pickets were fired upon by the cavalry. Not being able to surround, fired upon them; one man was seen to fall, but was carried off by his companions. They followed them, finding his rifle. At 10.15 p. m. signals were made to shell the beach southward, and I commenced shelling. At 10.35 p. m. signals were made to cease firing. At 10.45 first cutter returned with eleven conscripts, and immediately returned for the rest of our men. At 11.20 all boats returned on board, having accomplished the duty sent to perform, without loss or accident.

In submitting this report I cannot say too much in praise of the coolness of the officers and good conduct of the men.

I am, sir, your most obedient servant,

J. W. BALCH.

Acting Master, Com'dg U. S. Steamer Howquah.

Captain B. F. SANDS, U. S. N.,

Senior Officer, off' Wilmington, N. C.

REBEL RAM NORTH CAROLINA AT WILMINGTON.

Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,
Cape Fear River, May 8, 1864.

SIR: I enclose herewith a report from Acting Ensign J. H. Porter, commanding United States steamer Nansemond, of having exchanged shots with the iron-clad ram, (North Carolina,) on the night of the 6th instant, off New inlet. She seems to have been satisfied with her exploit in keeping away the small vessels that were stationed on the bar, and steamed away inside at the prospect of encountering heavier metal in the light of the day.

Commander Parker, whom I left senior officer on that side, sent the Nansemond on this side yesterday to report the affairs and to warn the vessels here. The Quaker City was here transferring some men to the different vessels, and I deemed it my duty to detain her for the present, or until other vessels arrived to strengthen the blockade and to meet our new enemy. * * * * *

The principal object, it seems to me, after the result of the enemy's iron-clad experiment of the night before last, is for her to aid the out-going and in-coming of the runners by driving off the vessels stationed on and near the bar, for which the light recently erected upon the Mound fort is an excellent aid as a leading mark for the night.

Last night was quiet; we heard only one gun, about 10 o'clock. The moderate southwest breeze possibly making the bar rough, or they may be satisfied with the first trial for a few nights. When she comes again we will try to give a good account of her.

Very respectfully, your obedient servant,

B. F. SANDS,

Captain U. S. Navy, Senior Officer present.

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads, Va.

Report of Acting Ensign J. H. Porter.

UNITED STATES STEAMER NANSEMOND,

Off Wilmington, N. C., May 7, 1864.

SIR: By direction of Commander Parker I submit the following report of the occurrences of last night and this morning off New inlet:

At 8.20 p. m., while on station No. 3, in six and a quarter fathoms, saw a rocket thrown from the northward, and in an easterly direction, and saw the flashes of two guns, followed soon after by other rockets and the flash and reports of two guns. Thinking a blockade runner had passed out, I steamed a short distance northeast, and saw the United States steamer Britannia running off shore, but seeing another vessel, and believing it unsafe to leave the bar unwatched, returned to our station. Shortly after saw a *blue light* burned apparently near the buoy. At 9.30 p. m. exchanged signals with and spoke the United States steamer Howquah. After this nothing unusual occurred until 11.45 p. m., when we discovered a sail bearing east by south, apparently still. Steamed up towards her, and made the challenge light, which was answered by *one* flash of a white light, and at the same time the strange vessel started ahead, steering northeast, and crossing our bow; put our helm hard a-starboard to prevent collision, and challenged again, which was answered by a steady red light, the vessel now steering directly for us. Challenged a third time with the Coston signal for the night, not being answered, opened fire on her from the 24-pounder howitzer aft. She immediately replied by a shot, which passed over and near our walking beam, the vessel at this time not over five hundred yards from us. Could see the outline of her hull and the white water from her propeller. Fired another shot from the 24-pounder, which was returned, the shot again passing over us. The vessel coming up with, (going I should judge from six to seven knots,) put on more steam to get out of range, and fired a blue light, which she fired at while burning, but without doing any damage. After burning the blue light, we suddenly lost sight of her until daylight this morning, when we discovered her lying in shore, in a W.S.W. direction from the buoy. At the same time sighted the Howquah, a short distance to the southward of us. As soon as she could distinguish us, the vessel started out and fired four shots at the Howquah, one going through her smoke-stack, near the top. Howquah replied, but think her shot fell short. Strange vessel then altered her course, steering for this vessel, and fired one shot, which burst before reaching; returned fire with the 24-pounder, but out of range. The Mount Vernon and Kansas coming up, fired and received several shots, without injury on either side. At 7.15 a. m. she turned and steamed in toward the bar, and at 8.30 passed inside, accompanied by two small tug-boats, which had lain outside during the morning.

The United States steamers Tuscarora and Britannia arrived from the eastward, and the Nippon and Fahkee from the northward, just after she started in.

The appearance of the vessel is like a large vessel cut down to the water-line and a house built on and plated. The sides of the house are arched,

and having three ports on a side, and one in each end; she has one smoke-stack and a small flag-pole aft. Goes, I think, six to seven knots, and turns very quickly. The guns fired at us during the night were not heavier than 30-pounders, but this morning she used much heavier ones, some think 10-inch.

She flies the rebel flag, and is to all appearances a very formidable craft.

I learned this morning that the *Britannia* was chased off by her at 8 30 last night, and escaped with some difficulty, fortunately without being hit, though several shots came very near her. I was not able to learn the extent of the damage to the *Howquah*, but think it trifling.

I am, sir, very respectfully, your obedient servant,

J. H. PORTER,

Acting Ensign, Commanding Nansemond.

Captain B. F. SANDS,

Senior Officer, off Wilmington, Western Bar.

Report of Commander William A. Parker.

UNITED STATES STEAM SLOOP TUSCARORA,

Off New Inlet, N. C., May 7, 1864.

SIR: I have to report that an iron-clad ram came out over the bar at about 8 o'clock (at high water) last night and engaged the *Nansemond* and *Britannia*, stationed at the bar, but without doing any damage.

At daylight this morning she was discovered standing out towards the buoy which marks the day anchorage off the bar.

She was engaged by the *Mount Vernon*, *Kansas*, *Howquah*, *Nansemond*, and *Britannia*.

The *Tuscarora* had the outer station, about six miles to the eastward of the buoy, and we did not see her till after sunrise. We stood for her to reconnoitre, but did not get within fighting distance. At a little before 7 o'clock the ram returned and went over the bar. The smoke-stack of the *Howquah* was struck once about two-thirds of the way up from the deck with a rifled shot, which made a hole about twenty-three inches by sixteen inches, and which appeared to be an 8-inch rifled shot. The ram being about $1\frac{1}{2}$ mile distant by estimation.

The *Howquah* fired sixteen (16) 30 pounder Parrott rifled shot, and struck the ram twice. It is believed that none of the other vessels hit the ram. There were three other steamers in sight inside the bar, but only one was iron-clad apparently.

A blockade runner ran out over the bar last night at the same time that the ram came out, and was chased by the *Nereus*, stationed just outside the buoy.

This ram appeared to be about the same size and model as the *Atlanta*, and was a most formidable and dangerous looking vessel.

There was a house on deck arched over, but with a flat top and sloping sides; she carried 3 guns on each side and one at each end, either 8-inch or 10-inch rifled guns.

If she comes out to-night I shall engage her with the *Tuscarora*.

I enclose herewith reports from Acting Volunteer Lieutenant James Trathen and Acting Master J. W. Balch.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,

Commander.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Va.

Report of Acting Volunteer Lieutenant Samuel Huse.

UNITED STATES STEAMER BRITANNIA,
Off New Inlet, N. C., May 8, 1864.

SIR: I have to report that on the evening of the 6th instant, on going in on station No. 1, I noticed a suspicious looking vessel, which I took to be one of the rebel iron-clad rams, inside the bar. I accordingly ran in closer than usual, and the fact that we were not fired on, (though it was still quite light, and were within easy range,) tended to confirm my suspicions. Red, green, and white lanterns were used in a manner quite different from anything ever noticed there before. I managed to keep sight of the suspected vessel, and saw her creep cautiously up toward Fort Fisher, preceded by these lights as guides. At about 8.30 she turned directly for this ship, in company with another vessel, and ran at full speed. I fired several rockets, and fired my 30-pounder Parrott at her, but as she kept on directly after us I ran for the buoy, firing at her with 24-pounder howitzer. She then commenced firing at us. The first shot put out our binnacle light, and the next went a little over the starboard paddle-box, sounding very like a 100-pounder Parrott shot when it tumbles. We now burned a blue light, when the enemy fired again. Our course was changed three times, hoping to elude him, but he followed and gained on us considerably, being within about 600 yards when we passed the buoy. At which time we hauled up short northeast, and think he went on east-southeast, as we shortly after heard a gun fired in that direction. I laid between one and two miles to eastward of the buoy and burned several Coston signals, wishing to communicate with other ships of the fleet. At about midnight saw a blue light, and heard a gun from near the buoy; shortly afterwards fell in with the Kansas, and was desired by Lieutenant Commander Watmough, commanding her, to find the Tuscarora as soon after daylight as possible, and communicate the facts to the senior officer. When day broke we made the enemy west-southwest engaging the Nansemond and Howquah; shortly after the Mount Vernon and Kansas steamed towards her and commenced firing. On making the Tuscarora I proceeded to her, reported to Commander Parker, and returned with him towards the fleet. By this time the enemy, accompanied by two other boats, had steamed in and was under the guns of the fort. The vessel which accompanied the ram out steered off to the northeast when the firing commenced.

I think she was a blockade runner, though we then supposed her to be a gun-boat.

I have the honor to be, sir, very respectfully, your obedient servant,

SAMUEL HUSE,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant James Trathen.

UNITED STATES STEAMER MOUNT VERNON,
Off New Inlet, North Carolina, May 7, 1864.

SIR: I have the honor to report that at 6.30 p. m. yesterday we observed in New inlet, behind Fort Fisher, which bore by compass NW. by W., distant three miles, four steamers, two of which appeared to be for river service and two sea-going, one of the former having the appearance of an iron-clad rebel ram. At 6.45 p. m. we steamed down to our night station No. 5, end of woods on

Bald Head, bearing W.N.W.; at 8.30 p. m. saw two rockets thrown from the vicinity of Fort Fisher in a S.S.E. direction, and saw the flashes of five guns; steamed ahead under full speed, steering to the southward and eastward in order to intercept any vessel trying to escape from New inlet, after having run eight miles, and seeing nothing, we returned to our night station. Everything remained quiet until 12.15 a. m. of this date, when we heard the report of seven heavy guns and saw the flashes of six more; called all hands to quarters and cleared the ship for action, and steamed towards Fort Fisher to ascertain the cause. After arriving at the station usually occupied by the senior officer, seeing nothing, and everything appeared quiet, we returned slowly to our night station. At 4 a. m., as day began to break, we steamed towards Fort Fisher again, and at 4.45 a. m. saw United States steamers Howquah and Nansemond bearing N. by W.; the United States steamer Howquah fired a shot and hoisted her ensign; the shot was returned by a vessel in towards the shore; hoisted our colors and started ahead towards them, and cleared ship for action. At 5 a. m. discovered the strange vessel to be a rebel iron-clad ram flying the rebel flag aft and English red ensign forward, and engaged with the Howquah; we then steamed down close to the Howquah's port quarters to draw the fire of the ram from her, and opened fire on her with the one hundred-pounder Parrott rifle and nine-inch guns; about the same time United States steamer Kansas also opened fire on her.

At sunrise United States steamer Tuscarora and Britannia in sight, coming in to the anchorage. At 6.30 a. m. the ram steered towards Fort Fisher, accompanied by two other steamers, one apparently an iron-clad gunboat, and the other a tug-boat; she was pursued by the United States steamers Howquah, Kansas, Nippon, Nansemond, and this ship. At 7 a. m. she crossed New Inlet bar and entered the river, and was saluted by the different batteries as she passed in.

This ram resembles very much the Atlanta, captured from the rebels, but is much larger than that vessel.

I remain, very respectfully, your obedient servant,

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander WILLIAM A. PARKER,

Commanding United States Steamship Tuscarora,

and Senior Officer present.

Forwarded by William A. Parker, commander.

Report of Acting Master J. W. Balch.

UNITED STATES STEAMER HOWQUAH,
Off New Inlet, North Carolina, May 7, 1864.

SIR: I have the honor to report, while cruising on our station (No. 7) between five and six fathoms of water, at 8.3 p. m. of the 6th instant, saw the flash of two guns bearing N.N.E., and three rockets fired to the southward and eastward. I supposed a blockade runner running in in that direction, and run E.S.E. to head him off; stood out as far as the buoy. At 9.10 p. m., while standing back to our station, made a steamer bearing NE. by E.; stood for and challenged her with night signals; not being answered, fired the 30-pounder rifle at her, stood for, and spoke her. She proved to be the United States steamer Nansemond. At 9.30 p. m. saw a white or blue light, (not certain which;) saw flash, and heard report of three guns, but from rockets being thrown, supposed a blockade runner to be running out; stood out to cut her off if possible. At

11 p. m., not seeing anything, stood in for our station. At midnight saw "Coston signal" and a white or blue light; saw the flash and heard the report of three guns bearing NE. by E. $\frac{1}{2}$ E.; stood for it but could see nothing, and returned to our station. At 2.35 saw a rocket thrown from the N.NE. to the S.SE.; stood out but could see nothing, and returned again to our station. At 4.25 a. m. of the 7th instant, United States steamer Nansemond bore E. by N., distance $1\frac{1}{2}$ mile; at the same time saw a strange steamer bearing NW. by N., in line with Fort Fisher, (burning soft coal,) distance $1\frac{1}{4}$ miles. She proved to be the rebel iron-clad ram North Carolina, with confederate ensign flying, accompanied by one armed steamer and two tug-boats. There were no other blockaders in sight at this time except the United States steamer Nansemond; called all hands to quarters. The ram making towards us fast, (good six knots per hour,) wore ship head off shore and commenced firing at her, our shot striking near her. She returned the fire with her bow gun, the shell exploding close to our starboard quarter, we moving slowly towards the buoy, the ram following and firing from her bow and broadside guns. We kept within range, and fighting him out as far as the buoy, (on station No. 1.) At 5 a. m. United States steamer Mount Vernon in sight, bearing S.SE., and steaming to our assistance. At 5.20 the United States steamers Fahkee and Nippon in sight, coming from stations to the northward. At 5.30 United States steamer Mount Vernon fired four shells at the ram, all falling short. At 5.50 made the United States steamers Tuscarora, Kansas and Britannia, bearing to the eastward. At 6 a. m. the ram near the buoy fired at us her fifth and last shot, going through our smoke-stack about two-thirds of the way up, (apparently an eight-inch rifle shot.) We fired fourteen 30-pounder solid shot, two 30-pounder percussion shell, and three shells from 12-pounder howitzer—two of our shells striking him. At 6.15 United States steamer Kansas came in, and fired two shell, both falling short, ram steaming towards the bar with English ensign at the fore. At 6.45 came to anchor near the buoy, the ram going in over the bar. They fired a salute of nine guns from the batteries. The rebel ram North Carolina is a fac simile of the ram Atlanta, (larger, if anything.) She has three ports on a side and one at each end, with a torpedo on her bow, such as the Atlanta had. Fleet anchored at 8.15. This ship was the last to leave her station and the first on it. We were not out of sight of the buoy at any time this morning. The officers and crew under my command deserve much credit. I submit the above report.

I am, very respectfully, your obedient servant,

J. W. BALCH,

Acting Master, Commanding United States Steamer Howquah.

Commander W. A. PARKER, U. S. N.,

Senior Officer present.

FIRING ON BOAT'S CREW OF THE UNITED STATES STEAMER MYSTIC.

Report of Lieutenant Commander Charles A. Babcock.

UNITED STATES STEAMER COMMODORE MORRIS,

Off Yorktown, Virginia, May 8, 1864.

SIR: I respectfully report that on the morning of the 5th instant, while bringing up the rear, convoying the troops from West Point to this place, Acting Master Wright, commanding United States steamer Mystic, came on board and reported that he had seen on shore, on the left bank of the river, some parties waving a flag of truce, whom he took to be refugees or contrabands wishing to come on board. He informed me that he had sent an armed boat's crew on

shore about one-half hour previous, in charge of his executive officer, and that when some forty rods from the beach the boat grounded. Just at that time some guerillas fired four shots from behind a barn which was close to the beach, one ball instantly killing William Wilson, (colored,) first-class boy, the ball passing through his heart. This boy, when shot, was in the water assisting to get the boat afloat, and the executive officer, not knowing how many men were behind the barn, immediately returned to the Mystic, leaving the body in the water near the beach.

After hearing all the facts from Acting Master Wright, I immediately fired seven shells at the barn to drive these gueillas from it, four of the shell passing through the barn. When I had ceased firing, manned five armed boats' crews from this vessel and Mystic, placing them in charge of Acting Master Wright, with an officer in each boat, with instructions to proceed immediately on shore and burn the barn, in order that it might prevent the guerillas from again firing on them while searching for the body. There was a dwelling-house some distance from the barn, otherwise the country was clear. As soon as the crews were landed the barn was burnt, the body found, and all returned to this vessel in safety. The barn contained an old wagon, a fanning machine, and a few bushels of corn. No women or children were molested, and the barn was the only private property destroyed. The barn was owned by Allen Rone, a noted rebel, who has two sons in the Virginia cavalry, part of which have been lately disbanded for guerilla purposes; and, from all the information I can gather, I have no doubt but these men were the parties who fired on the boat's crew, as two men were seen to run across the fields just before our boats landed.

I respectfully forward you Acting Master Wright's report concerning it. Trusting that the punishment I have inflicted on these parties may meet with your approval,

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES A. BABCOCK,

Lieutenant Commanding, and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Virginia.

Report of Acting Master W. Wright

UNITED STATES STEAMER MYSTIC,

Off Yorktown, Va., May 5, 1864.

SIR: Early this morning, (6 o'clock,) while coming down York river, about half a mile above Portopotank creek, I saw what I took to be a number of negroes or refugees on shore. I could not see distinctly, as the objects were in the sun's rays and it was quite hazy. I told my executive officer, Acting Master Mader, he could take an armed boat and go in and see what he could find there. He left the ship, and I shortly afterwards saw I was mistaken, and immediately blew the steam-whistle for him to return; in the mean time his boat had grounded within forty rods of the beach. Some of his men were in the water up to their knees trying to get her off, and while doing so a party of rebels, secreted behind a barn, fired a volley of musketry into the boat, killing William Wilson, (colored,) first-class boy. At the time this ship was lying about half a mile from the shore and nearly opposite them. Mr. Mader returned the fire, but without any effect. He got his boat afloat and came directly back to the ship. (Captain Babcock was then about half a mile astern.) I immediately communicated the facts to him.

The man was shot through the heart; he was one of the recruits enlisted in

January last. The spot where I directed the boat to go in was open and free from everything that the rebels could secrete behind with the exception of the house and barn.

Very respectfully, your obedient servant,

W. WRIGHT,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

DESTRUCTION OF BLOCKADE RUNNER GEORGIANNA McCaw.

Report of Acting Master Alfred Everson.

UNITED STATES STEAMER VICTORIA,
Off Western Bar, Wilmington, N. C., June 2, 1864.

SIR: I have the honor to report that at 3 a. m. of this date, and while drifting in $3\frac{1}{2}$ fathoms water, Bald Head light bearing east, saw white water near the beach to the south and westward, which I supposed to be a steamer. I immediately steamed ahead at full speed towards the beach in order to cut her off. On near approach I discovered her to be a side-wheel steamer steering for the bar.

As he crossed my bow I rounded to in his wake and discharged at him my starboard 8-inch gun loaded with 1.5" shell and stand of grape, and kept firing my 30-pounder rifle as I continued the chase, until 3.30 a. m. she struck on the bar.

I immediately ordered the first and second cutters to board and fire her—the former under command of Acting Master's Mate William Moody, the latter under charge of Acting Third Assistant Engineer Thomas W. Hine-line.

On their arrival on board they found that two boats with their crews had escaped to the shore. They, however, succeeded in capturing twenty-nine of the crew, including the captain and most of the officers, together with three passengers. They fired her in several places, and she continued to burn until 10 a. m., when she was boarded from the shore.

At daylight Fort Caswell and the adjacent batteries opened fire upon our boats with shot and shell, which compelled them to return without accomplishing her destruction.

She proved to be the Georgianna McCaw, of Liverpool, 700 tons burden, from Nassau, bound to Wilmington, North Carolina. Her cargo consists of about sixty tons of provisions, &c.

I would add, sir, that too much credit cannot be awarded to Acting Master's Mate William Moody and Acting Third Assistant Engineer Thomas W. Hine-line for their perseverance and energy displayed, and their cool and gallant conduct while under fire of the enemy.

I am, sir, very respectfully, your obedient servant,

ALFRED EVERSON,
Acting Master, Commanding U. S. Steamer Victoria.

Lieut. Com. M. HAXTUN,

Com'dg U. S. Steamer Maratanza, and Senior Officer present.

DESTRUCTION OF THE BLOCKADE RUNNING STEAMER PEVENSEY.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, ATLANTIC BLOCKADING SQUADRON,

James River, June 20, 1864.

SIR : I have the honor to report the destruction of the blockade runner Pevensey (or Penversey) on the 9th instant by the supply steamer Newbern. She was attempting to run into Wilmington with an assorted cargo, including arms.

The enclosed report of Acting Volunteer Lieutenant Harris gives all the particulars.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Report of Acting Volunteer Lieutenant T. A. Harris.*

UNITED STATES STEAMER NEWBERN,

Hampton Roads, Va., June 16, 1864.

SIR : I have the honor to report the stranding, on the 9th instant, of the blockade runner Pevensey (named Penversey in the extracts, April 16, 1864,) under the following circumstances:

3.30 a. m., steering northeast by north, Beaufort forty-five miles distant, made a steamer bearing northeast by east, four miles distant, running slow and bearing east-northeast; she being to the eastward did not immediately discover this vessel hauled up east-northeast; when gaining on her within two and a half miles she made all speed, steering east; opened fire and stood east by north; the second shot carried away the forward davit of her quarter boat.

She immediately changed her course, steered north and struck the beach nine miles west of Beaufort at 8.05 a. m.; her crew took to the boats at once, this vessel at the time being one and a half mile distant; ran into three and a half fathoms, and when within one hundred yards of the strand she blew up; sent in three boats, boarded her, and found her engines and boilers completely blown out; plugged up the pipes, anchored in three fathoms, and made arrangements to pull her off; 9 a. m. tug Violet came down from Beaufort and anchored on the quarter; 9.30 a. m. Commander B. M. Dove arrived in the Cherokee; came on board and said "he would take charge of the wreck, and the Newbern would proceed to Beaufort, it being high water, to save the tide in;" recalled boats and arrived at Beaufort at 10 a. m., anchoring outside, too late for the tide.

One prisoner was found on board the vessel unharmed from the explosion, who proved himself to be an escaped prisoner from Johnston's island, of Morgan's guerillas. One body was found upon the beach, and thirty-five prisoners were captured on shore by the cavalry, three of whom are supposed to be confederate officers, one of them adjutant general to Magruder.

She was loaded on confederate account, cargo consisting of arms, blankets, shoes, cloth, clothing, lead, bacon, and numerous packages marked to individuals. She had been chased on the 7th instant by the Quaker City, and had thrown overboard, by log-book, thirty tons lead and twenty tons bacon; was 543 tons of English register; no manifest of cargo found. Gunner S. D. Hines has discovered seven Whitworth tompons tied together, bright and in good condition, which suggests the possibility of that number of guns being under the musket boxes.

The prisoners captured ashore were held in Fort Macon, and the one secured on board was transferred there by order of Commander Dove.

I understood that after the army authorities had satisfied themselves with regard to the identity of the prisoners they were to be transferred to this per Key-stone State.

I have learned since leaving Beaufort that the reputed mate is the real captain; that he is a Captain Long, the out-door agent of Major Walker, (the confederate agent at Bermuda,) a citizen of New York, and having formerly commanded a ship from there. The reputed captain (an Englishman) was merely the paper or clearing captain. Of these facts I have informed Captain Gansevoort.

It will not now be possible to get the vessel off, but a large amount of the cargo can be saved if properly guarded.

Had the after 30 Parrott, for which the requisition was approved by yours of April 22, been furnished, his chances of reaching the shore would have been reduced. He evidently was ignorant of his position, as the first question asked was, "How far is it to Fort Caswell?"

Very respectfully, your obedient servant,

T. A. HARRIS,

Acting Volunteer Lieutenant, Commanding..

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

LOSS OF THE UNITED STATES STEAMER LAVENDER.

Report of Acting Master J. H. Gleason.

UNITED STATES STEAMER SASSACUS,

James River, Va., June 23, 1864.

SIR: It is my painful duty, most respectfully, to report to you the loss of the United States steamer Lavender.

I left the capes of Delaware on the 11th instant, at 10 a. m., being bound to Charleston, S. C.; strong breeze from NE.; sky hazy. On the 12th, at 1 p. m., made Hatteras light-house, bearing S. by W. $\frac{1}{2}$ W., distance 12 miles. At 3 p. m. Cape Hatteras light-house bore N., distance five miles, from which I took departure to clear Cape Lookout shoals, steering SW. by S. until 6 p. m., the vessel going at the rate of 8 miles per hour. I then changed the course to SW. $\frac{1}{2}$ S., which, according to my judgment, should have brought the vessel clear of all danger. At 10.30 sounded $9\frac{1}{2}$ fathoms water; wind now heavy from NE. with rain squalls. At 11 made breakers ahead and on both bows. The vessel was immediately stopped and the engine reversed, but before she lost her headway she struck on the reef. I then steamed ahead, intending to drive her over into deep water, if possible; but at this time a heavy sea washed over the vessel, staving in the sides of the house, and filling the engine-room with water, putting the fires out. We were now left entirely helpless, and about an hour later the vessel was a perfect wreck. Officers and crew took refuge on the top of the house, standing by to launch the boats. When gradually the forward and after parts of the house were washed away, we launched the boats, but they were immediately swamped. We now sought shelter in the wheel-house, which was situated near the forward part of the ship. This was carried away during the next day, and we were now obliged to retreat to the fore-castle, which alone was out of water. During the succeeding night four men were washed overboard and drowned. During the 14th five men died from exhaustion. On the morning of the 15th a large lead-colored side-wheel steamer, apparently a man-of-war, hove in sight, approached us to a distance of $3\frac{1}{2}$ miles, stopped and blew

off steam. We made signals with shirts and blankets; the steamer, however, did not notice them, but steered, about ten minutes later, to the southward. At about 10 a. m. we sighted another steamer, which took notice of our signals, and came to our rescue. She was the army steamer John Farren, Captain J. F. Smallman. They took us on board, kindly provided for our wants, and conveyed us to Newbern, N. C., where we arrived on the morning of the 16th. After reporting to Captain M. Smith, we were transferred to the United States steamer Sassacus for transportation to Hampton Roads, with orders to report to Admiral S. P. Lee.

I am unable to give the names of the nine deceased men, as all my papers and the ship's records have been lost.

I have the honor to enclose here a list of the rescued officers and crew.

The suffering of all on board was most fearful; we had nothing to eat nor drink from the 12th to the time of our rescue by the John Farren, as all our stores were under water. The rescued officers and crew are now, however, slowly recovering their health.

I am conscious of having fulfilled all my duties to the best of my ability, and of having tried all available means to save the *Lavender*; but it was beyond all human possibility to combat the force of the elements.

I am sorry that I could not find an earlier opportunity for reporting this sad event; but that owing to my state of health, and the want of communication, I had to delay it until now.

I am, sir, very respectfully, your obedient servant,

J. H. GLEASON,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

List of surviving officers and crew of the United States steamer Lavender.

Acting Master J. H. Gleason, commanding; Acting Master's Mate Jas. H. McClune; Acting Master's Mate Henry J. Derbyshire; Acting 3d Assistant Engineer Thomas Foley; Acting 3d Assistant Engineer Samuel B. Roane; Acting 3d Assistant Engineer James Fitzpatrick.

Crew.—Owen McGuire, seaman; O. B. Sheldon, ordinary seaman; Wm. S. Lunt, ordinary seaman; John White, ordinary seaman; Henry Drinker, landsman; Geo. Thompson, landsman; Alexander Rogers, landsman; *Charles White, 2d class fireman.

Respectfully,

F. A. ROE,

Lieutenant Commander.

RECONNOISSANCE OF WILMINGTON HARBOR.

Report of Lieutenant Commander W. B. Cushing.

UNITED STATES STEAMER MONTICELLO,

Off Wilmington, N. C., July 2, 1864.

SIR: In consequence of permission received from you to attempt the destruction of the iron-clad ram Raleigh, I proceeded to the blockade at that point with the intention of doing so, judging it prudent to make a thorough reconnoissance first to determine her position.

*Not fit for duty. All the rest of officers and men are or will be soon.

I left this ship on the night of the 23d in the first cutter, with two officers (Acting Ensign J. E. Jones and Acting Master's Mate William Howorth) and fifteen men, and started in for the west bar. I succeeded in passing the forts, and also the town and batteries of Smithville, and pulled swiftly up the river. As we neared the Zeke island batteries, we narrowly escaped being run down by a steamer, and soon after came near detection from the guard boat; evading them all we continued our course. As we came abreast of the Old Brunswick batteries, some fifteen miles from the starting point, the moon came out brightly and discovered us to the sentinels on the banks, who hailed at once, and soon commenced firing muskets and raising an alarm by noises and signal lights. We pulled at once for the other shore, obliquing so as to give them to understand that we were going down; but as soon as I found that we were out of the moon's rays, we continued our course straight up, thereby baffling the enemy and gaining safety. When within seven miles from Wilmington, a good place was selected on the shore; the boat hauled up, and into a marsh, and the men stowed along the bank. It was now nearly day, and I had determined to watch the river, and if possible to capture some one from whom information could be gained. Steamers soon began to ply up and down, the flag-ship of Commodore Lynch, the Gadkin, passing within two hundred yards. She is a wooden propeller steamer of about three hundred tons, no masts, one smoke-stack, clear deck, English build, with awning spread fore and aft, and mounting only two guns; did not seem to have many men. Nine steamers passed in all, three of them being fine, large blockade runners. Just after dark, as we were preparing to move, two boats rounded the point; and the men thinking it an attack, behaved in the coolest manner. Both boats were captured, but proved to contain a fishing party returning to Wilmington. From them I obtained all the information that I desired, and made them act as my guides in my further explorations of the river.

Three miles below the city I found a row of obstructions, consisting of iron-pointed spiles driven in at an angle, and only to be passed by going into the channel left open, about two hundred yards from a heavy battery that is on the left bank.

A short distance nearer the city is a ten-gun navy battery, and another line of obstructions, consisting of diamond-shaped crates, filled and supported in position by two rows of spiles; the channel in this instance being within fifty yards of the guns. A third row of obstructions and another battery complete the upper defences of the city. The river is also obstructed by spiles at Old Brunswick, and there is a very heavy earthwork there. Discovering a creek in the Cypress swamp, we pulled or rather poled up it for some time, and at length came to a road which, upon being explored, proved to connect with the main road from Fort Fisher and the sounds to Wilmington. Dividing my party, I left half to hold the cross-road and creek, while I marched the remainder some two miles to the main road and stowed away. About 11.30 a. m. a mounted soldier appeared with a mail-bag, and seemed much astonished when he was invited to dismount, but as I assured him that I would be responsible for any delay that might take place, he kindly consented to shorten his journey. About two hundred letters were captured, and I gained such information as I desired of the fortifications and enemy's force. As an expedition was contemplated against Fisher by our army about this time, the information was of much value. There are thirteen hundred men in the fort; and the unprotected rear that our troops were to storm is commanded by four light batteries. I enclose rebel requisitions and report of provisions on hand.

I now waited for the courier from the other direction, in order that we might get the papers that were issued at 1 p. m. in Wilmington; but just as he hove in sight, a blue jacket exposed himself, and the fellow took to instant flight. My

pursuit on the captured horse was rendered useless from the lack of speed, and the fellow escaped after a race of some two miles.

In the mean time we captured more prisoners, and discovered that a store was located about two miles distant, and being sadly in need of some grub, Mr. Howorth, dressed in the courier's coat and hat, and mounted upon his horse, proceeded to market. He returned with milk, chickens, and eggs, having passed every one, in and out of service, without suspicion, though conversing with many. At 6 p. m., after destroying a portion of the telegraph wire, we rejoined the party at the creek, and proceeded down, reaching the river at dark. In trying to land our prisoners upon an island, a steamer passed so close that we had to jump overboard, and hold our heads below the boat to prevent being seen. As we had more prisoners than we could look out for, I determined to put a portion of them in small boats, and set them adrift without oars or sails, so that they could not get ashore in time to injure us. This was done, and we proceeded down the river, keeping a bright look out for vessels in order to burn them, if possible. None were found, but I found the pilot to take me to where the ram Raleigh was said to be wrecked. She is indeed destroyed, and nothing now remains of her above water. The iron-clad North Carolina, Captain Muse commanding, is in commission, and at anchor off the city. She is but little relied upon, and would not stand long against a monitor. Both torpedo boats were destroyed in the great cotton fire some time since. One was very near completion. As I neared the forts at the east bar, a boat was detected making its way rapidly to the shore, and captured after a short chase. It contained six persons, four of whom were soldiers. Taking them all into one boat, I cut theirs adrift, but soon found that twenty-six persons were more than a load. By questions I discovered that at least one guard boat was afloat, containing seventy-five musketeers, and situated in the narrow passage between Federal Point and Zeke island. As I had to pass them, I determined to engage the enemy at once, and capture the boat if possible.

The moon was now bright, and as we came nearer the entrance, I saw what we supposed to be one large boat just off the battery; but as we prepared to sail into her, and while about twenty yards distant, three more boats suddenly shot out from that side, and five more from the other, completely blocking up the sole avenue of escape. I immediately put the helm down, but found a large sail-boat filled with soldiers to windward, and keeping us right in the glimmer of the moon's rays. In this trying position both officers and men acted with true coolness and bravery.

Not the stroke of an oar was out of time; there was no thought of surrender, but we determined to outwit the enemy or fight it out. Suddenly turning the boat's head, we dashed off as if for the west bar, and by throwing the dark side of the boat towards them, were soon lost to view. The bait was eagerly seized, and their whole line dashed off at once to intercept us. Then again turning, by the extraordinary pulling of my sailors I gained the passage of the island, and before the enemy could prevent, put the boat into the breakers on Caroline shoals. The rebels dared not follow, and we were lost to view before the guns of the forts, trained on the channel, could be brought to bear upon our unexpected position. Deeply loaded as we were, the boat carried us through in fine style, and we reached the Cherokee just as day was breaking, and after an absence from the squadron of two days and three nights.

I am now posted in regard to the city, land, and water defences, and everything that it will interest the department to know.

I beg leave to call your attention, sir, to the fact that Acting Ensign J. E. Jones and Acting Master's Mate William Howorth are the same officers who accompanied me to Smithville some months since, and whom I selected because of their uniform enterprise and bravery.

All the men did well; but my cockswain, David Warren, is deserving of a

medal of honor for marked bravery in every critical moment. I would also mention Ordinary Seaman John Sullivan and Yeoman William Wright, the latter having volunteered upon every expedition of danger since the ship has been in commission—in this instance procuring his discharge from the sick list in order to do service.

I am, sir, very respectfully, your obedient servant,

WM. B. CUSHING,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron.

List of provisions at Fort Fisher, North Carolina, on the 23d June, 1864.

REPORT OF PROVISIONS ON HAND AT FORT FISHER, NORTH CAROLINA, JUNE 23, 1864.

Reserved supply, 10,000 rations pork, 9,000 rations beef—19,000 rations meat; 29,000 rations flour, 7,000 rations hard bread—36,000 rations breadstuff; 31,104 rations vegetable food; 30,000 rations rice; 30,000 rations soap; 30,000 rations salt.

For issue, 10,000 rations bacon; 3,000 rations rye meal, 1,500 rations corn meal, 1,750 rations flour—6,250 rations breadstuff; 8,000 rations salt; 8,000 rations soap; 8,000 rations rice.

Respectfully submitted.

L. R. MILLARD,
Commissary Sergeant.

Consolidated provision returns for garrison at Fort Fisher, 9th July, 1864.

CONSOLIDATED PROVISION RETURN FOR GARRISON AT FORT FISHER FOR 7 DAYS, COMMENCING JULY 9, 1864, AND ENDING JULY 16, 1864—1,300 MEN.

9,100 rations bacon; 9,100 rations corn meal; 9,100 rations soap; 9,100 rations salt.

Respectfully submitted.

L. R. MILLARD,
Commissary Sergeant.

The acting commissary of subsistence will issue on the above return.

WM. LAMB,
Colonel Commanding Post.

EXPEDITION TO CUT WILMINGTON AND WELDON RAILROAD.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, July 11, 1864.

SIR: Commander Dove reports, under date of 1st instant, that a joint army and navy expedition left Beaufort, on the 20th ultimo, for the purpose of cutting the Wilmington and Weldon railroad, consisting of a detachment of the 9th Vermont volunteers, landed and protected by the Calypso and Nansemond, near

New river, designed to meet and co-operate with a force operating inland. This former part of the plan was carried out, but the enemy had received notice of the expedition, and were in too great a force to make the attempt on the railroad practicable, and the vessels returned to Beaufort on the 23d, the detachment of the 9th Vermont returning in lighters by Bogue sound.

There were no casualties in the naval part of the expedition. The 12th New York cavalry meeting the 9th Vermont, unfortunately mistook them for the enemy, fired on them, killed one man and wounded two.

Commander Dove had heard nothing from Colonel Jourdan, who was in command of the military force, and had been sick since his return, so could not give the particulars of his movements.

I enclose Commander Dove's report, with the accompanying reports of Acting Master Stuart and Acting Ensign Porter, and the sketch of New River inlet made by Acting Master Stuart.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander B. M. Dove.

UNITED STATES NAVAL STATION,
Beaufort, N. C., July 1, 1864.

SIR: I have been waiting for some days to hear from Colonel Jourdan before reporting the expedition for the purpose of cutting the Wilmington and Weldon railroad, but he has been quite unwell since his return and cannot write.

It was, at first, entirely an army affair, and the steamer to be used was the John Farron, a small army transport. She, however, was found impracticable, and on being informed of the impossibility of her taking part, I offered the Nansemond, although she, too, was not very strong. For that reason, and to make our part sure, I directed Captain Stuart, with the Calypso, to assist her.

The great point in the organization was secrecy, and the Nansemond went out from here with the lighters and surf-boats in tow, in the afternoon, as if going to work on the wreck, near which she tarried until near night. The Calypso stood out to sea, with orders to come in off New river in the morning as if from the southward and meet the Nansemond there.

So far as we were concerned the arrangement was perfect, none of the commanders in port even knew anything of it. I am sorry to say, though, that the expedition was a failure from a "leak" in Newbern. The colonel told me that the confederates had two days' notice of his approach, and knew all his plans. Two trains filled with troops, at Kingston, were ready to start as soon as the whereabouts of ours was telegraphed. The country was all alarmed and in arms, and the men could get nothing beyond the rations they carried with them. The inland party did not get near the railroad, nor did it reach the coast at all, and the Calypso and Nansemond, after waiting the allotted time, returned to this port with the prisoners they had captured. The two lighters, with some of the troops from the Nansemond, returned by Bogue sound, and the surf-boats were towed up by the steamers. There are no casualties with us to report.

Enclosed are the reports of Captains Stuart and Porter, with a sketch by Captain Stuart.

Very respectfully, your obedient servant,

BENJ'N M. DOVE, *Commander.*

Acting Rear-Admiral S. P. LEE,

Com'dg N. A. B. Squadron, Hampton Roads.

Report of Acting Master Frederick D. Stuart.

UNITED STATES STEAMER CALYPSO,

Beaufort, N. C., June 24, 1864.

SIR: I beg leave to report that, in obedience to your orders of the 20th instant, I proceeded to sea that evening with the Calypso, and having arranged with the commanding officer of the Nansemond to meet him early the next morning off New River inlet, I cruised during the night to the southward and westward some distance from the land so as not to be seen from the shore, especially in company with the Nansemond towing the lighters and surf-boats, which might arouse a suspicion of our intended movements.

The Nansemond, as Captain Porter's report will inform you, reached New River inlet about 11.30 p. m., the first point in the programme to be visited. Captain Kelley, of the 9th Vermont, and his men (100 in all) had been put on board of the surf-boats, and when abreast of the inlet the boats cast loose and headed for the shore. The Nansemond, with the lighters, passing along to the southward and westward. The boats, however, did not enter the inlet until near daylight, when (as was afterwards learned) they proceeded, without hindrance or molestation, up as far as Swann's Point, where they landed, and the surf-boats returned to the Nansemond.

At daylight of the 21st I made the Nansemond near New River inlet and soon joined her. Both vessels came to anchor off the bar, and with two cutters from the Calypso and the four surf-boats an expedition was fitted out to co-operate with Captain Kelley. No time was lost in getting the boats ready. The first cutter of the Calypso was provided with a 12-pounder rifled howitzer. At noon the party left for the shore with written instructions from me, succeeded in crossing the bar, and were soon out of sight.

It appears that Captain Kelley, with his men, had, as per agreement, proceeded up the river about eight miles and took possession of Sneed's ferry, capturing a number of the enemy's pickets, but, meeting with no opposition, our boats found him at the ferry, and as his position was a secure one, and there appeared to be no signs of rebels in force about, he decided that all the boats should return to the vessels with the understanding that a supply of provisions should be sent to him on the following day; accordingly the boats descended the river again. One of the Calypso's cutters and the surf-boat, manned by a crew from the Calypso, remained inside the inlet all night; the other boats came off.

On the following day, 22d, at daylight, the boats were again despatched to the shore, and as the message from Captain Kelley was indefinite, I directed Captain Porter to take charge of the party. At noon all the boats returned, having left Captain Kelley and his men secure for the time being. On their way down the river, they were fired at from Swann's Point, but suffered no injury. Mr. Sluyter's report will give particulars.

This state of things made me feel apprehensive for the safety of Captain Kelley and his men, for there could be no doubt but that the rebels had taken possession of Swann's Point, and might be in considerable force, perhaps with artillery, which would prevent the boats from reascending the river. I, how-

ever, determined that every effort should be made to bring Captain Kelley and his men off when the time arrived for him to leave. With that view, a plan had been arranged whereby we could be made aware of his situation and wishes. Thus matters rested until near midnight, when a fire was seen on the beach abreast of our anchorage. (Previously, in the early part of the evening, two rockets were seen in the direction of Captain Kelley's camp.) A boat was at once despatched from the Calypso and Nansemond. The Nansemond's boat soon returned and reported that a sergeant and four men were on shore with a message from Captain Kelley to the effect that he wished his men brought off to the ship at once, being apprehensive of an attack. The Calypso's boat entered the inlet and gave Captain Kelley's men protection until the boats passed up the river to the rescue of him and his men. No time was lost in preparing the boats for the expedition, and at 1.35 a. m. (23d) they left with orders to bring Captain Kelley and his men off at all hazards. At noon, "to my great delight," the boats (six of them) appeared and the whole party under Captain Kelley, with our men and a number of prisoners, were safely received on board.

From information received from Captain Kelley I had reason to believe that our services might be required at or near Swansboro'. Colonel Savage, with a part of the land forces, who met Captain Kelley at the ferry, as will be seen by Captain Porter's report, having determined to return to this place through or near Swansboro', where he feared he might meet with a formidable opposition, I accordingly got under way with the Calypso and Nansemond and proceeded to Bogue inlet. Here both vessels anchored at 3.30 p. m. yesterday, and after putting a 12-pounder howitzer, with a crew of eight men from the Calypso, on board the lighters (2 of them) to work the vessels and gun, Captain Kelley left in them with his command, arranging to go to Beaufort through the sound, if nothing occurred to prevent, and, of course, if nothing was heard from Colonel Savage and his party. At sunset the proper signals were made indicating Captain Kelley's intention to pass through the sound, and that our services would be no longer needed.

I concluded to spend the night in cruising, and accordingly left the Nansemond at anchor at 9 p. m. and proceeded seaward. I met the Nansemond outside the harbor this morning, and both vessels entered and anchored about 8 a. m.

I deem it proper to state that a part of the programme made by Colonel Jordan required our presence at New Topsail inlet on Thursday morning. Accordingly I made arrangements to that effect, but events proved that Colonel Jordan had given up that part of his expedition, and our presence was not required there.

That you may be apprised of my plans to serve the army and promote the interests of the expedition at all points, I enclose a copy of my orders to Captain Porter, who I had determined to send to New Topsail inlet. I also enclose a sketch which I made of New River inlet, giving all the points of interest, and Captain Kelley's position and the approaches to it. I also enclose Acting Ensign Sluyter's report, my executive officer, who was in command of the Calypso's first cutter. Also the reports of Acting Ensign Jennings and Acting Master's Mate Thompson, who had charge of boats on separate expeditions.

I have on board thirteen prisoners—seven rebel soldiers and six citizens. Also four of the 9th Vermont regiment, sent by Captain Kelley as a guard. What shall I do with the prisoners?

My 12-pounder howitzer and eight men are on board the lighter, which has just reached this place.

In conclusion, permit me to say that I think Captain Kelley and his men acquitted themselves admirably; all that was desired to accomplish was attained. Captain Porter and his officers and men, and the officers and men under my immediate command, who participated (and all desired to do so) in the opera-

tions at New River inlet, deserve great credit for the interest they manifested in the work in which they were engaged, and for the prompt and efficient manner they carried out my orders.

I am, &c.,

FRED. D. STUART,

Acting Master, Commanding Calypso.

Commander B. M. DOVE, U. S. N.,

Senior Officer present, N. A. Blockading Squadron.

Report of Acting Ensign J. H. Porter.

UNITED STATES STEAMER NANSEMOND,

June 23, 1864.

SIR: I have the honor to submit the following report:

In accordance with your order I left Beaufort with the Nansemond at 3.30 p. m., on the 20th instant, having on board one company of 100 men of the 9th Vermont regiment, under command of Captain Kelly, two lighters and four surf boats in tow, proceeded towards New River inlet, arrived off that place at 11.30 p. m., and with much difficulty succeeded in landing the troops, and capturing every man of the guard without firing a gun or causing any alarm. Captain Kelly then marched to Sneed's ferry, three miles above, took all but two of the guard there, secured the ferry-boat, and crossing the river, intrenched himself on the east bank. The prisoners captured—three privates of the confederate cavalry, and three citizens supposed to have been in the employ of the rebel government—were brought on board this vessel.

On the arrival of the United States steamer Calypso at 5.30 a. m. on the 24th instant, I reported to Acting Master F. D. Stuart, commanding, and with his concurrence and the assistance of his boats, communication by the river with Captain Kelly was secured and signals arranged.

On the 22d I again consulted with Captain Stuart, and with his approval proceeded up the river with supplies for Captain Kelly in the boats of both vessels. On our return from the ferry this p. m., our boats were attacked by rebel pickets at a point three or four miles below on the right bank of the river. Believing that they were supported by artillery, who would dispute our return past the point, we landed to cut them off and capture their guns, but found no artillery, and owing to the thick undergrowth and marshes, we succeeded in taking but one prisoner, a rebel soldier.

At 8 p. m. we observed the signal indicating an attack upon Captain Kelly, and prepared boats for his assistance; at 11 p. m. learned by despatch from him that the attack was made by a detachment of the 12th New York cavalry, and unfortunately, before the mistake was discovered, one of the cavalry was killed, and two slightly wounded. Boats were immediately sent up to the ferry, and as Captain Kelly's object at this point was accomplished, he returned to this vessel with his men, bringing with him Captain Marshall, of the 12th New York cavalry, (wounded by the falling of his horse,) the body of the sergeant killed in the engagement, eight prisoners and four contrabands. Learning from Captain Kelly that we should not meet Colonel Jordan at New Topsail inlet, as at first arranged, and that the retreat of Colonel Savage with the New York cavalry might be cut off at Swansboro', both vessels left New river at 1.30 p. m. to-day, by order of Captain Stuart, and steamed up the Bogue inlet, and sent the two lighters, one carrying a 12-pound howitzer and eight men from the Calypso, to convey Captain Kelly's command, and render any assistance possible at Swansboro'. At 8 p. m. we learned by signals that Captain Kelly, with

the two lighters, had gone to Beaufort through Bogue sound, and it being too late for us to reach there in time to enter the harbor before morning, we stood along the beach on blockade duty for the night.

I beg leave, in conclusion, to testify to the ability and energy of Captain Kelly, of the 9th regiment Vermont volunteers. He has been untiringly at work ever since his first landing, and though more than once in difficult positions, has managed his part of the expedition with perfect success.

For my own officers and men I can only say, that although they have been employed constantly on boat service, rowing long and hard against a strong current and through difficult channels, day and night, I have heard no word of complaint, but an earnest desire to assist the enterprise in every possible way.

I am, very respectfully, your obedient servant,

J. H. PORTER,
Acting Ensign, Commanding.

Instructions to Acting Ensign J. H. Porter.

UNITED STATES STEAMER CALYPSO,
Off New River Inlet, June 22, 1864.

SIR: From information furnished by yourself, based upon observations made, and experience gained by your visit to Captain Kelly at the ferry to-day, it seems absolutely necessary that either the Calypso or Nansemond should remain at this point, at any rate for some days, to render such aid to our forces on shore as they may need, and as we may be able to afford, while the other vessel should repair to New Topsail inlet, to await Colonel Jordan's arrival there, as per agreement.

From the fact that your boats were fired at from Swann's Point on your passage down the river, there is every reason to believe that that point is occupied by the rebels, and it may be in considerable strength; this cuts off our intercourse with Captain Kelly by water for the present.

As Swann's Point is on the right bank of the river, and Captain Kelly, with his men, are on the left bank, he may be able, should it be necessary for him to abandon his present position before he is re-enforced, to reach the coast in safety, which, from your statement, he will no doubt try to do, somewhere near Cedar Point, his retreat must be covered if in our power, and his men must be speedily embarked, should they appear.

Having more men at my disposal, and greater facilities for the prompt and efficient execution of such duties as may devolve upon the vessel left, I will remain with the Calypso, and take charge of the lighters and surf-boats, with the exception of one of the latter, which you will keep, as it may be required to assist in transporting Colonel Jordan's men to your vessel. You will therefore proceed with the Nansemond to New Topsail inlet, and be ready at the proper time to render Colonel Jordan any assistance he may need, should he make his appearance.

As you have seen and conversed with Captain Kelly, and know how he is situated, and what his plans are, you will be better able to explain the condition of things at this place to Colonel Jordan than I can verbally or by letter.

From what you informed me, I may expect to hear from Captain Kelly any moment, either for good or for bad; but should no intelligence reach me from him, I will certainly not leave this place, unless stress of weather drives me to sea, until after Sunday next; perhaps not then.

Should you hear nothing from Colonel Jordan up to Sunday next, you will repair to this place; if I am not here, take it for granted that I have gone to Beaufort, and repair yourself with the Nansemond to that harbor.

You will send all the prisoners you have from the shore on board of this vessel, together with the guard sent by Captain Kelly, with them; send a list of their names, and, if any, what effects they have. Wishing you success,

I am, very respectfully, your obedient servant,

FRED. D. STUART,

Acting Master, Commanding Calypso.

Acting Ensign J. H. PORTER,

Commanding Nansemond.

Instructions to Acting Ensign S. G. Sluyter.

UNITED STATES STEAMER CALYPSO,

Off New River Inlet, June 21, 1864.

SIR: You will take charge of the first and second cutters of this ship, each manned with ten (10) men, and a surf-boat furnished by the Nansemond, to be manned by nine (9) men from this ship, and in company with three armed boats from the Nansemond, will enter the New River inlet and proceed up the river as far as what is known as the ferry, about eight miles from the entrance, where you will meet with Captain Kelly, of the army, who with his company are somewhere in that neighborhood.

The object of this expedition is to render Captain Kelly such assistance as he may require, and to co-operate with him in any demonstration he may make.

The first cutter will be armed with a 12-pounder howitzer on a boat carriage. A field carriage for the howitzer will be placed in the second cutter; each man will be armed with a musket or a pistol, or both, and a cutlass. Ten rounds for the howitzer will be sufficient, and great care must be taken not to expend ammunition without a good reason for so doing. You will bear in mind that you are to traverse the waters of an enemy, and that you and your men will be exposed to danger at every point; be vigilant, therefore, and see that no indiscretions are committed by any one.

Do not land until you fall in with Captain Kelly, who will direct your movements after you meet him. As soon as your services are no longer required, return to your command to the ship.

I give you a rough sketch of the river, which will serve to guide you to your destination.

Captain Porter's officers have been up the New River inlet, and are in possession of information which will be useful to you. Act in perfect unison with the officers of the Nansemond, who have, so far, acted successfully under the orders of Captain Porter.

Should any accident befall you, lose no time in acquainting me with the facts. A careful look-out will be kept for signals from you or Captain Kelly, either by firing guns or rockets.

Wishing you success, I am, your obedient servant,

FREDERICK D. STUART,

Acting Master, Commanding Steamer Calypso.

Acting Ensign S. G. SLUYTER, *Calypso.*

THREATENED ATTACK ON ANNAPOLIS, MARYLAND.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,

Hampton Roads, Virginia, July 19, 1864.

SIR: The Vicksburg arrived on the 18th, from Annapolis, having left on the 17th, in obedience to a telegraphic order from the department, and I transmit, enclosed, Lieutenant Commander Braine's report, dated 14th instant, of his arrival at Annapolis on the 13th instant, and the dispositions made by him, in conjunction with the commanding officer of the small force there, (three hundred invalids,) to defend the place, the Vicksburg being stationed above, and the Daylight, which arrived on the 13th instant from Baltimore, below the town, commanding the works. The junction being occupied by the rebels, there were apprehensions felt of an attack by that force. Communication with Washington was cut off. The telegram referred to, sent by way of Baltimore, I received on the 18th, from the department.

I also enclose (2) Lieutenant Commander Braine's report of same date, of his sending a tug up South river to take possession of boats, to prevent the rebels from crossing in the rear of the line of rifle pits; and (3) report, dated the 14th instant, of Acting Ensign Osborne, detailed for this duty, who took possession of one (1) schooner, five (5) scows and three (3) small boats, which were left in Annapolis harbor on the departure of the Vicksburg.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

*Secretary of the Navy.**Report of Lieutenant Commander D. L. Braine.*

UNITED STATES STEAMER VICKSBURG,

Annapolis, Maryland, July 14, 1864.

SIR: Upon my arrival here, Wednesday morning, I found all on shore awaiting anxiously and fearfully the approach of the rebel forces who occupy the Junction. Of course I was welcomed. I find the place defended by invalids from the hospital, about three hundred in all. Everybody fearful of the approach by the way of the Severn river, I placed the Vicksburg above the town to occupy a commanding flanking position, and telegraphed you concisely affairs and wants, which telegram I sent by Mr. Hill, the governor's private secretary. He was to send it from Baltimore. Communication with Washington is cut off. I communicated with Colonel Root, commanding, and find he has a line of rifle pits ready, with four guns, which he thinks he can defend successfully against a raiding force.

The Daylight arrived yesterday evening. I stationed her on the other side of the town; so now the works erected for the protection of the town can be covered by the guns of the two gunboats. I placed my light twelve-pounder howitzer, with crew, upon a tug here, and she will picket up the creek on the line of the rifle pits.

I feel assured we can give the rebels a warm reception, and protect the town.

Very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron, Hampton Roads, Va.

Additional Report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER VICKSBURG,
Annapolis, Maryland, July 14, 1864.

SIR: On Wednesday night I sent up the South river and took possession of some scows used for ferrying across that river; also a schooner and a number of boats. This was done to prevent the rebels crossing in rear of our line of rifle pits. I enclose the report of Acting Ensign F. G. Osborne, the officer commanding.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant Commanding.

Acting Rear-Admiral S. P. LEE,
Commanding N. A. B. Squadron, Hampton Roads, Va.

Report of Acting Ensign F. G. Osborn.

UNITED STATES STEAMER VICKSBURG,
Annapolis Harbor, July 14, 1864.

SIR: I beg leave respectfully to report that, in obedience to your order, in the afternoon of the 13th instant I took charge of the tug-boat Grace Titus, manned by an armed crew of ten men, and on which was mounted a twelve-pounder howitzer, fully supplied with ammunition.

I proceeded up South river about ten miles from its mouth, landed with an armed force at Taylorsville, also at a small settlement above and at the "lower ferry." I also scoured the shores of the river on both banks, in a small boat, in search of scows and other craft that might be used by the enemy in transporting troops.

I seized and took in tow all such scows, boats, vessels, and other means of transportation which I saw, consisting of the following, and which, in obedience to such orders, I have brought into this harbor and anchored near this vessel.

The schooner Welldone, commanded by Levi Wilson, and claimed to be owned by him. She has no cargo on board except a tierce of bacon, which the master says belongs to a farmer at Taylorsville. I have brought the master and his crew of three men down in the schooner. Two large scows or flat-boats, also claimed to be owned by Levi Wilson. One old scow or flat-boat, said to be owned by Stephen L. Lee, of Taylorsville. Three small boats said to belong to his sons. One large scow or ferry-boat said to belong to John Davis, of the same town. One scow or ferry-boat, and two small boats, said to belong to Samuel Duvall of Taylorsville and Colonel Walton of Annapolis.

I have the pleasure, sir, in being able to report that, in obedience to your instructions, the expedition was conducted with the utmost quietude. My precautions in this respect, combined with the lateness of the hour, enabled me to perform all my duty and return without the knowledge of any one up the river.

I am much indebted to Acting Assistant Paymaster Thomas E. Smith, for the able assistance which he rendered me.

Very respectfully, your obedient servant,

F. G. OSBORN, *Acting Ensign.*

Lieutenant Commander D. L. BRAINE,
Commanding United States Steamer Vicksburg.

CAPTURE OF THE MAIL-BOAT FAWN.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Beaufort, N. C., September 15, 1864.

SIR: Commander Macomb reports, under date of 13th instant, that he was informed on the 10th instant, by letter from Colonel Wardrop, commanding subdivision of Albemarle, that the mail-boat Fawn, from Norfolk, had been burned by the rebels in the canal on the night of the 9th, and naval assistance was requested to capture the party. He accordingly sent the Wyalusing, Lieutenant Commander English, to Elizabeth City, on the Pasquotank, thinking that the rebels would probably retreat inland and might be found at that point, and directed Lieutenant Commander English to bring off some of the principal citizens of that place to be detained until investigation was made into the affair, as he had heard (unofficially) that an understanding existed that the citizens of Elizabeth City and vicinity should protect vessels passing through the canal in consideration of communication being permitted them with Roanoke island, (and Newbern, and trade with Norfolk, Lieutenant Commander English adds.) Lieutenant Commander English proceeded to Elizabeth City, having on board the marines from the Shamrock and Chicopee, and some men from the Wyalusing, picketed the place, and arrested seven (7) prominent citizens. He learned that the rebels had at least eight (8) hours' start, and thought it useless to continue the pursuit. He ascertained that the Fawn was burned by about twenty (20) men from the Albemarle, commanded by one of her officers named Hopkins, who before the rebellion had run a boat on this canal. They fired on demanding surrender, killing and wounding seven (7) persons; twenty-nine (29) prisoners were taken, including one (1) colonel and two (2) majors, the rest soldiers, government employés, and citizens. A Major Jenney and Mr. Julian, member of Congress, were released at Elizabeth City and went to Roanoke island.

Commander Macomb turned over the seven (7) hostages to Colonel Wardrop, and they were sent by him to General Shepley at Norfolk.

I enclose the reports of Commander Macomb (1) and Lieutenant Commander English (2,) dated, respectively, 13th and 12th instants.

I have, sir, the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Report of Commander W. H. Macomb.*

UNITED STATES STEAMER SHAMROCK,

September 13, 1864.

SIR: I have the honor to report, that on the morning of the 10th instant I received a letter from Colonel D. W. Wardrop, commanding subdivision of Albemarle, stating that the mail-boat Fawn, from Norfolk, had been burned by the rebels in the canal on the night of the 9th instant, and asking me to assist in endeavoring to capture the rebel party. In compliance with this request, I sent the Wyalusing, Lieutenant Commander Earl English, up the Pasquotank river to Elizabeth City, thinking that, as the rebels would probably retreat inland after they had accomplished the destruction of the boat, this would be the point at which they would most likely be found.

I instructed Lieutenant Commander English to bring off as hostages from Elizabeth City some of the principal citizens, to be detained until some investigation had been made into this affair. I gave this order because I had heard (unofficially) that the citizens of this city were responsible for the safety of the boats passing through the canal, a responsibility which they undertook in consideration of being allowed the privilege of communication with Roanoke and Newbern.

My directions were promptly carried out by Lieutenant Commander English, as will be seen by his report, which I herewith enclose.

On the return of the Wyalusing I sent the seven citizens from Elizabeth City to Roanoke island, to be delivered to Colonel D. W. Wardrop, commanding. They have been delivered, and Colonel Wardrop informs me this morning that he has sent them to General Shipley at Norfolk. The colonel also tells me that there were seven men killed and wounded on the mail-boat by the rebels, who fired the moment they demanded her surrender.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comm'dg Fourth Division, N. A. B. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Lieutenant Commander Earl English.

UNITED STATES GUNBOAT WYALUSING,
Albemarle Sound, September 12, 1864.

SIR: In obedience to your order of the 10th instant, I received on board this vessel the marines from the Shamrock and Chicopee, with a company of men under command of Lieutenant Duer, and proceeded to Elizabeth City. Immediately upon my arrival, landed a strong force under command of Lieutenant Duer, of the Shamrock, and Acting Master Hathaway of this vessel, picketed the place and arrested seven of its most prominent citizens; ascertained from them that the mail steamer Fawn had been captured and burned by a party from the rebel ram Albemarle, numbering about twenty (20,) commanded by a person named Hopkins, an officer of the ram, who previously to the rebellion had been employed in running a boat on the same canal. The prisoners numbered twenty-nine (29,) consisting of one colonel, two majors, one or two citizens, the rest soldiers, or employés of the government. Two persons* were released at Elizabeth City, who left immediately for Roanoke island. One small mail-bag only was seen in their possession. I thought it useless to attempt pursuit, as they had all of eight hours' start, which, at moderate traveling, would have brought them quite to the Chowan river, where they were to cross. Having understood that the citizens of Elizabeth City and the adjoining counties had had an understanding with the government that they would protect the canal from all assaults, providing they were allowed the privilege of trading with Norfolk, I have brought these seven citizens with me, and now deliver them to you, in order that a more thorough investigation may be made. If there was the least desire on the part of the inhabitants to guard against such raids, they could all be checked or suppressed by their giving timely notice, which they have ample means of doing. I am satisfied that should the people of this district understand that they will be assessed and *forced* to pay the full value of this loss, hereafter government property passing through

*Major Jenney, U. S. A., and Senator Julian, as I have since been informed by Colonel Wardrop, U. S. A. W. H. MACOMB.

would be cared for with the same interest with which they *cherish* their own I have discovered that the people in this section of country are as fond of the almighty dollar as the Chinese, and possess about the same amount of patriotism.

I am, very respectfully, your obedient servant,

EARL ENGLISH,

Lieutenant Commander.

Commander W. H. MALCOMB,

Com'dg Fourth Division, N. A. B. Squadron,

U. S. Steamer Shamrock, Sounds of N. C.

DESTRUCTION OF THE BLOCKADE-RUNNER LYNX.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,

Beaufort, N. C., September 30, 1864.

SIR: Referring to Acting Master Kemble's report of the 26th instant, forwarded on the 28th, I transmit enclosed reports from the Howquah and Gov. Buckingham in reference to the destruction of a blockade runner on the night of the 25th, which, as appears from North Carolina papers forwarded in my No. 605, of this date, was the Lynx.

The Howquah sustained a cross-fire from the fort and from our own vessels, and Acting Volunteer Lieutenant Balch thinks that two shots were fired by the Lynx. He lost one man killed and four wounded. The enclosed reports give full particulars.

The main credit of this affair seems to be due to Acting Master Kemble, of the Nippon. I have ordered his examination for promotion to the grade of Acting Volunteer Lieutenant.

Acting Volunteer Lieutenant McDermid, commanding the Gov. Buckingham, and Acting Volunteer Lieutenant Balch, commanding the Howquah, acted promptly and efficiently, as usual. I was present off New inlet at the time.

I have the honor to be, &c.,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant J. W. Balch.

UNITED STATES STEAMER HOWQUAH,

Off Wilmington, N. C., September 26, 1864.

SIR: I have the honor to submit the following report:

While standing on our station on the night of the 25th instant saw a rocket and the flash, and heard the reports of three guns; Fort Fisher bearing south-west by west, distance one and a half mile. Ship in four and a half fathoms of water. Spread fires and called all hands to quarters, and wore ship, head to the eastward. Made a side-wheel steamer with two smoke-stacks, standing to the northward and eastward, and two of our vessels to the south and east of the steamer, firing rockets and guns toward the steamer. Started ahead, full steam, intending to run her down, but the strange steamer was going so fast, I found I could not reach her, although we were going a good ten knots at the time. Put

the helm to starboard, which brought the two ships side by side, heading north-northeast, distance about one hundred yards. Fired from the starboard battery two percussion shells from the thirty-pound rifles, one of them striking the paddle-box, and the other forward of the paddle-box. The explosion of the shells illuminated the ship so that we could plainly see the parts of the paddle-box and ship flying in all directions. During this time, to the best of my belief, the steamer fired two shots at us. Shot and shell were fired at us from the shore batteries, and also a continued fire from our own vessels, coming from a southeasterly direction, shot and shell passing over and near us. At 7.20 p. m. one thirty-pound percussion shell struck the main rail on the starboard bow, cutting it through, also striking the forward end of the thirty-pound pivot carriage, cutting the breeching in two and disabling the carriage, glancing over and striking the main rail on the port side and falling on the deck. I have the shot now on board. Fortunately this shell did not explode. This shell in its passage struck Patrick Bagley, ordinary seaman, taking off his right leg and killing him almost instantly; also slightly wounding Martin Glynn, landsman, Thomas Judge, landsman, William Roach, landsman, and George Stevens, cockswain. Owing, at this time, to the cross-fire from the batteries and our own vessels, and with a green crew that had never before been under fire, it was almost impossible to keep them at the guns. Immediately after our shells struck her, she hauled up for the beach, we losing sight of her when getting end on. Shortly after made a sail to the eastward, challenged her, and was answered by the night signal. Spoke the United States steamer Gov. Buckingham, and requested a surgeon to be sent on board. At 7.50 Acting Assistant Surgeon W. S. Parker came on board and did all that could be done for the wounded. At 8.30 p. m. saw the steamer on the beach on fire, where she continued to burn all night. We returned on our station at 8.30 p. m.

I beg to call your particular attention to the gallant conduct and coolness displayed by Acting Assistant Paymaster E. W. Brooks, Acting Ensign G. P. St. John, Acting Second Assistant Engineer William G. McLane, Acting Second Assistant Engineer D. R. Wylie, Acting Master's Mate R. B. Smith, Boatswain's Mates William C. Connor and Alexander Robinson, for the faithful performance of their duties under trying circumstances.

Very respectfully, &c.,

J. W. BALCH,

Acting Volunteer Lieutenant, Com'dg U. S. Steamer Howquah.

Acting Rear-Admiral S. P. LEE,

Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant John McDermid.

U. S. STEAMER GOVERNOR BUCKINGHAM,
Off New Inlet, N. C., Sep'tember 26, 1864.

SIR: I have the honor to report that shortly after 7 p. m. last evening, while lying in six fathoms water, Mound light bearing southwest by south, observed firing from United States steamer Nippon, followed by a rocket thrown up to north-northeast. Stood in full speed north by west; saw a long side-wheel steamer, with two smoke-stacks and two masts, steering to the northward, and going very rapidly. Endeavored to get alongside of her, but found her too fast. Fired five shells at her, two of which struck and one 100-pounder bursted over her. The blockade-breaker stood for the beach and got out of sight. While standing in after her, and to the northward of her, observed one of our steamers making the night challenges very often. Slowed down, and were hailed

by the United States steamer Howquah to send a surgeon on board, as she had three men wounded. I immediately despatched a boat with Acting Assistant Surgeon W. S. Parker, of this vessel. Upon his return he informed me that one of the men was dead; the other two slightly wounded. About 8.30 p. m. saw a fire on the beach. When I got to the north end of my station, saw that it was the blockade-breaker burning on the beach. After daylight this a. m. picked up twenty bales of cotton. I think the 100-pounder and the 30-pounder shells that struck the blockade-breaker must have set her on fire, as they made a terrific explosion. She was so close that I fired all the charges from my revolver at the men on her bridge.

Very respectfully,

JOHN McDEARMID,

Acting Volunteer Lieutenant, Commanding.

Captain O. S. GLISSON,

First Divisional Officer, off New Inlet, N. C.

Report of Acting Master Edward Kemble.

UNITED STATES STEAMER NIPHON,

Off New Inlet, N. C., September 26, 1864.

SIR: I have the honor to report that at 7.30 p. m. last evening, (25th,) while on the north beat of my station, (No. 1,) in four fathoms water, Mound light bearing west by south, I discovered a long steamer, painted white, with two smoke-stacks and two masts, coming out of Swash channel. I immediately gave chase, went to quarters, cast loose port battery, and commenced firing at her. Fired several broadsides, nearly every shot taking effect in the sides of the steamer. Finding that she was leaving us, I immediately steered to head her off, intending to run her down, but her superior speed enabled her to cross my bow at some twenty yards distance. I still continued firing at her and throwing up rockets until she was sighted by the blockaders to the northward. Feeling satisfied that she could not proceed to sea with the damage she received by this vessel, and the vessels to the northward having her in sight, I stood for my station to watch for her return; also to prevent the escape of another steamer which was lying under the Mound ready to come out. Shortly after returning on my station I discovered a dense column of smoke and flame in the vicinity of Half-moon battery rising from a steamer's hull, and showing plainly her masts and smoke-stacks, satisfying me that she was the same steamer that I gave chase to, having been compelled to run on shore through damages received, as no vessel to the northward claims to have run her on shore. The name of the steamer I have not been able to ascertain.

The ammunition expended was eight 32-pounder 5-inch shell; one (1) 32-pounder shot; three (3) percussion shell, 20-pounder Parrott; and three (3) percussion shell, 12-pounder howitzer.

Very respectfully, your obedient servant,

EDW. KEMBLE,

Acting Master, Commanding Niphon.

Lieut. Com'dr M. HAXTUN,

Senior Officer present, Com'dg First Div. N. A. B. Squadron,

United States Steamer Mercedita.

Forwarded.

Respectfully,

M. HAXTUN,

Lieutenant Commander, and Senior Officer present.

STRINGENCY OF THE BLOCKADE.

Letter of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP MALVERN,
Beaufort, N. C., September 30, 1864.

SIR: I transmit enclosed the Fayetteville North Carolinian of the 17th instant and the Wilmington Daily Journal of the 20th and 27th instants.

I respectfully call the attention of the department to the marked passages in these papers, from which it appears that the stringency of the blockade is felt and acknowledged by the rebels.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg N. A. B. Squadron

Hon. GIDEON WELLES,

Secretary of the Navy.

[From "The Daily Journal," Wilmington, N. C., September 20, 1864.]

EDITORIALS.

It may be something short of petit treason for us to say so, but still we say it—that we are not so sure that the Tallahassee expedition will pay a large dividend. She certainly kicked up a fuss, but we doubt very much whether she weakened the military resources of the Yankee government to any appreciable extent. It is pretty certain that she has turned an unpleasant amount of attention upon this port, and may be the cause of bringing down upon us the main part of the Yankee navy. *The blockade here will be doubly strict—that is certain.*

"THE PRIZE STEAMER LILLIAN.—This prize steamer, now at the navy yard in Philadelphia, is a new and sharp-built Clyde propeller of 475 tons burden, and has been libelled and appraised. The Navy Department has been informed of her appraised value, which was \$140,000, and was accepted. She is admirably adapted for cruising, and will doubtless secure many a prize." So says the Philadelphia Enquirer.

How many such have left confederate ports?

[From "The Daily Journal," Wilmington, N. C., September 27, 1864.]

EDITORIALS.

The Mobile Tribune, of a late date, says: "There is not a word of news from below. The fleet is inactive, and we hear nothing of the movement of the troops. Farragut, as we judge from the Yankee papers, has gone to another station. It is believed that he has been ordered to try his prowess at Wilmington."

Possibly. *There is a thundering blockade off here now, that's pretty certain, whether the man with the queer name has got anything to do with it or not. All credit it mainly to the real or supposed presence of the Tallahassee and sundry other mysterious sea monsters.* The Yankee papers even report the Florida as among the vessels that have come into this port.

LOSS OF THE LYNX.—Last night the fine blockade-running steamer Lynx, belonging to Jno. Frazer & Co.,* and commanded by Captain Reid, crossed

* Frazer, Trenholm & Co.; Trenholm, now rebel secretary of treasury.

New Inlet bar and put to sea, bound to Bermuda, with a cargo consisting mainly of over six hundred (600) bales of cotton; one half on government account. She had also \$50,000 in gold on freight for government. She had some few passengers. Just after she got out she was pursued by the blockading squadron, by which she was completely hemmed in. *She was struck eight times, six at or below the water-line. Finding the ship in a sinking condition, the captain beached her some five or six miles above Fort Fisher.* The crew and passengers escaped, with a portion of their effects, and the vessel was burned to prevent it from falling into the hands of the enemy. The gold belonging to the government was saved. The enemy got so close as to fire a volley of musketry at the Lynx, by which one of the crew was wounded.

[From "The Carolinian," Fayetteville, N. C., September 17, 1864.]

EDITORIAL.

The loss of the Advance is a pretty severe blow to our State. She has done noble service for our North Carolina soldiers, and has paid herself twenty times. There are more Clyde-built steamers, and North Carolina has money to her credit in Europe. We believe that the State owned but one-third of the Advance.

DESTRUCTION OF THE BLOCKADE RUNNER NIGHT HAWK.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Beaufort, N. C., October 1, 1864.

SIR: I have the honor to report to the department the destruction of the blockade runner Night Hawk by the Nippon on the night of the 29th ultimo. The enclosed report, dated 30th instant, from Acting Master Kemble, gives full particulars. I have disposed of the few articles saved, as thereon noted. In my No. 606, of the 30th ultimo, I informed the department that I had, in consideration of Acting Master Kemble's services in the destruction of the Lynx, ordered his examination for promotion to acting volunteer lieutenant. I now respectfully recommend that this promotion be conferred without the formality of an examination. I also recommend for promotion Acting Ensign E. N. Semon, of the Nippon, who, as will be seen by his report, enclosed in Acting Master Kemble's, boarded the Night Hawk under the heavy fire from the fort, and set her on fire, and who has also rendered valuable services, alluded to in my recent confidential reports to the department.

The blockade is now as close as it can be made with the means at my command. The smaller vessels are stationed as near the bar and batteries as the state of the weather, light, and their draught, will allow. These are pressed in by a line of larger vessels, and these again by the divisional officer, moving along the line. The inner line are not allowed to chase off; those of the second, which see the runner, are. All are kept under way all night.

I have, sir, the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding N. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master E. Kemble.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., September 30, 1864.

SIR: At 11.15 p. m. saw a steamer at the southeast standing in towards New inlet, the Nippon being in five (5) fathoms water, Mound light bearing west by south; gave chase, went to quarters, opened fire upon her, causing her to run ashore on Federal shoals.

At 11.30 sent 2d cutter with armed boat's crew, in charge of Acting Ensign E. N. Semon and Second Assistant Ensign T. L. Churchill, with orders to see if said steamer could be got afloat; if not, to bring off officers and crew, and destroy her. Shortly after his boarding the steamer, the fort and batteries opened fire upon both her and this vessel, several of the shell falling in close proximity to us.

I enclose the report of Acting Ensign E. N. Semon, who carried out my instructions with great coolness and energy under the severe fire of the batteries. At 1.40 this a. m. the boat returned to this ship in company with one of the steamer's boats, bringing the captain, officers, and part of the crew, in all twenty-three, (23.) The complement of the vessel was forty-two, (42,) nineteen (19) of whom escaped on shore.

The vessel proved to be the English steamer Night Hawk, with general cargo for Wilmington, from Bermuda the 26th instant. The steamer was long and low, side-wheel, two smoke-stacks, and two-masted; sailed from Liverpool August 27, and was owned in that place; rate of speed, fourteen knots; three hundred tons burden; cost £30,000; capacity of carrying eight hundred (800) bales of cotton.

Very respectfully, your obedient servant,

EDWIN KEMBLE,
Acting Master, Commanding Nippon.

Captain O. S. GLISSON,
*Com'dg 1st Division N. A. B. Squadron,
United States Steamer Santiago de Cuba.*

Report of Acting Ensign E. N. Semon.

UNITED STATES STEAMER NIPHON,
Off New Inlet, N. C., September 30, 1864.

SIR: In obedience to your orders, I left this vessel at 11.40 p. m. in charge of 2d cutter, accompanied by Acting Second Assistant Engineer T. L. Churchill, and proceeded to destroy the vessel which we caused to run on the Federal shoals, distant about one half mile from Fort Fisher.

At 12.15 a. m. came alongside the vessel, after firing several rifle shots at a boat which was escaping from the steamer. I succeeded in boarding her safely on the port side, although a heavy surf was running at the time.

I immediately sent Acting Second Assistant Engineer T. L. Churchill to the engine-room, and after ascertaining that the steamer could not be got off the shoals, I collected all the combustibles which could be got at, including several cases of spirituous liquors, and set her on fire in the cabin. At the same time Acting Second Assistant Engineer T. L. Churchill, by my order, set her on fire forward; he also threw several shovel's full of live coals, taken from the furnaces, into the coal bunkers. After seeing that the fire was progressing favorably, I ordered all hands belonging to the steamer, including the captain and chief engineer, to get into the boat under my charge. I also gave orders to the

crew of the steamer to lower their own boats and follow me to the Nippon. About this time Fort Fisher opened upon us with shot, shell and grape, which fell all around us. Not deeming it prudent to remain longer on board, I started for this ship and came aboard at 1.40 a. m.

Very respectfully, your obedient servant,

E. N. SEMON,

Acting Ensign United States Navy.

Acting Master E. KEMBLE,

Commanding United States Steamer Nippon.

Blockade runners captured and destroyed off Wilmington, N. C., from August 1, 1863, to October 10, 1864, by the N. A. B. Squadron, Acting Rear-Admiral S. P. Lee, commanding.

Names.	Date.	Remarks.	Names.	Date.	Remarks.
1863.			1864.		
Kate	Aug. 1..	Captured	Pet	Feb. 16..	Captured
Hebe	Aug. 18..	Destroyed	Spunky	Feb. 16 }	Run ashore on the bar and destroyed.
Arabian	Sept. 15..	Destroyed	Scotia	March 1..	
Juno	Sept. 22..	Captured	Don	March 4..	Captured
Phantom	Sept. 23..	Destroyed	Mary Ann	March 6..	Captured
Elizabeth	October ..	Destroyed	Young Republic..	May 6..	Captured
Douro	Oct. 11..	Destroyed	Minnie	May 9..	Captured
Venus	Oct. 21..	Destroyed	Greyhound	May 10..	Captured
Margaret and Jessie.	Nov. 5..	Captured	Tristram Shandy ..	May 15..	Captured
Cornubia	Nov. 8..	Captured	Caledonia	May 30..	Captured
Ella and Anna	Nov. 9..	Captured	Georgiana McCaw.	June 3..	Destroyed
R. E. Lee	Nov. 9..	Captured	Thistle	June 4..	Captured
Ella	Nov. 10..	Captured	Syren	June 5..	Captured
Banshee	Nov. 21..	Captured	Pevensey	June 9..	Destroyed
Ceres	Dec. 6..	Captured	Rouen	July 2..	Captured
General Beauregard.	Dec. 12..	Destroyed	Boston	July 8..	Captured
Antonica	Dec. 20..	Destroyed	Little Ada	July 9..	Captured
1864.			Lillian	Aug. 25..	Captured
Bendigo	Jan. 3..	Destroyed	Elsie	Sept. 5..	Captured
Vesta	Jan. 7..	Destroyed	A. D. Vance	Sept. 10..	Captured
Dare	Jan. 7..	Destroyed	Florie	Sept. 10 }	Destroyed; report- ed by refugees; run ashore in Wil- mington harbor.
Ranger	Jan. 11..	Destroyed	Badger	Sept. 10 }	
Wild Dayrell	Feb. 2..	Destroyed	Lynx	Sept. 25..	Destroyed
Nutfield	Feb. 4..	Destroyed	Night Hawk	Sept. 29..	Destroyed
Dee	Feb. 5..	Destroyed	Bat	Oct. 10..	Captured
Emily	Feb. 10..	Destroyed			
Fannie and Jennie..	Feb. 10..	Destroyed			

SOUTH ATLANTIC SQUADRON.

NAVAL ASSAULT ON FORT SUMTER—SEPTEMBER 8, 1863.

*Letter of Rear-Admiral Dahlgren, transmitting various reports.*FLAG-STEAMER HARVEST MOON,
Port Royal Harbor S. C., February 26, 1864.

SIR: I herewith transmit, for the information of the department, reports of Captain C. W. Pickering, of the Canandaigua; Lieutenant Commander F. M. Bunce, of the Patapsco; Lieutenant F. J. Higginson, of the Housatonic; Acting Master Commanding Benjamin C. Dean, of the Dan Smith; and Acting Master Commanding J. P. Carr, of the Daffodil, of their respective participation in the assault upon Sumter, on the night of the 8th of September last.

These reports were not received until some time subsequent to my despatch upon the subject, and I now forward them in justice to all the officers concerned.

I have the honor to be, very respectfully, your obedient servant,

J. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Report of Captain C. W. Pickering.*UNITED STATES STEAMSHIP HOUSATONIC,
Off Charleston, S. C., October 3, 1864.

SIR: In forwarding the enclosed report from Ensign Craven, I would state in reference to the Housatonic's 2d launch, alluded to as not having been brought into action, that I have interrogated the cockswain of that launch upon the subject, who states as follows:

The launch had been employed for several days previous in the creek. Half of her crew being sick, were put on board the flag-ship Philadelphia, and six marines with a sergeant took their place. There was *no officer* in charge of the boat, and none of the crew knew anything of their destination, further than the fact that an attack was to be made *somewhere*. The tug, in approaching Sumter with the boats in tow, swept around a buoy, fouled the boats and cast them off. In the confusion which ensued, this launch followed the lead of the Housatonic's 1st launch, which was manned with a crew from the Powhatan, with no officers in charge. These two launches, instead of going to Fort Sumter, went alongside of the Philadelphia, and from thence were ordered to the fort. Upon getting within fifty or sixty yards of the fort, the cockswain of the 2d launch states that the sergeant told them that they had better go back; that there was no one to tell them where to go, and that they would only get shot; that some of the boats were already retreating, &c. Whereupon the 2d launch alluded to in the report pulled for the Ironsides, where she made fast until the next day.

I am, respectfully, your obedient servant,

C. W. PICKERING, *Captain.*Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander F. M. Bunce.

UNITED STATES IRON-CLAD PATAPSCO,

Port Royal, September 23, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 21st instant.

In obedience to its requirements I would state that I left the flag-steamer at 11 p. m., and, with the other boats in tow of a tug, stood up towards Fort Sumter.

After communicating with the two monitors on picket, we were towed to within about 800 yards of Fort Sumter. The boats were then formed in three columns. Lieutenant Higginson, with his column, was ordered to move up the northwest face, the other two columns to close up and move up towards Sumter. As we approached the fort many of the boats gave way strongly and landed. The order was then given to push for the fort, and all gave way.

The foremost boats were received by a very heavy fire of musketry, hand grenades, &c., from the fort.

Moultrie and some of the Sullivan's Island batteries also opened, together with one of the rebel gunboats.

We pushed in till the boat grounded, and it became perfectly apparent that there was no footing for the men nor any means of scaling the high walls. The order was then given for all boats to withdraw, and after some little delay, all, as I supposed, had shoved off.

We then withdrew to the tug, where a large number of boats were already collected.

I have the honor to be, very respectfully, your obedient servant,

FRANCIS M. BUNCE,

Lieutenant Commander, United States Navy.

Rear-Admiral JOHN A. DAHLGREN,

*Commanding S. A. B. Squadron,**Flag-Ship Philadelphia, off Charleston, S. C.**Report of Lieutenant F. J. Higginson.*

UNITED STATES STEAMER HOUSATONIC,

Off Charleston, S. C., September 21, 1863.

SIR: I have the honor to make the following report of the part taken by the boats under my command in the naval assault on Fort Sumpter on the 8th September, 1863:

After casting off from the tug I pulled up to the northeast face of the fort, in obedience to my instructions. I succeeded in reaching the fort without being seen, and immediately attempted to land.

I found myself upon a narrow ledge of sharp rocks, in which no foothold could be obtained. My boats were in danger of getting stove, and after several ineffectual attempts I withdrew.

I then pulled around to the southeast face and found the boats were in retreat. Picking up a boat in which there were two men, I pulled out. As I was pulling up to the northeast face I observed a steamer close to the fort on my

right. Whether she was an iron-clad vessel or river steamer I am unable to state. My impression is that she was the latter. As I neared the fort she steamed quietly away towards Charleston.

Very respectfully, your obedient servant,

F. J. HIGGINSON, *Lieutenant.*

Rear-Admiral J. A. DAHLGREN.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C.

In forwarding this report, I have to state that Ensign C. H. Craven is too sick to make the report required of him.

C. W. PICKERING, *Captain.*

Report of Acting Master Benjamin C. Dean.

UNITED STATES SCHOONER DAN SMITH,
Off Morris Island, S. C., September 9, 1863.

SIR: I would most respectfully beg leave to transmit the following report:.

At 6 p. m. on the 8th instant I received an order from the fleet captain to send two of my boats with men armed with revolvers and cutlasses.

At 7.30 p. m. I sent Acting Master's Mate Jacob C. Van Deventer, in charge of 1st and 2d cutters, with twelve men armed as per order, to report to fleet captain.

At 4.15 a. m. Acting Master's Mate J. C. Van Deventer returned in 1st cutter, after having reported on board flag-ship, whose report you will please find enclosed.

I have also to report that the 2d cutter has not returned, and that the following named crew are missing, namely:

William Dowden, boatswain's mate.

Alexander Clark, carpenter's mate.

Henry B. Middleton, master-at-arms.

Richard Kaine, ordinary seaman.

Francis Swift, landsman.

At 12.15 a. m. I sent gig and four men on board flag-ship, which returned at 7.30 a. m.

Hoping this may meet your approval, sir,

I remain, very respectfully, your obedient servant,

BENJAMIN C. DEAN,

Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,

Commanding S. A. B. Squadron.

Report of Acting Master John P. Carr.

UNITED STATES STEAMER DAFFODIL,
Off Morris Island, S. C., September 10, 1863.

SIR: In obedience to your order, I have the honor to make the following report:

At nine o'clock and thirty minutes on the 8th instant, by order of Captain Stevens, I left the flag-ship with twenty-five boats in tow. We stopped at the Montauk, and Captain Stevens went on board of her; in fifteen minutes he re-

turned and ordered me to proceed up to the Patapsco. He went on board of her; in twenty minutes he returned, put his pilot on board, and ordered me to proceed to Fort Sumter. At eleven o'clock and thirty minutes was within a quarter of a mile of Fort Sumter in eight feet of water, which I reported to Captain Stevens. He then said he wanted to go nearer. I told him I could not go any nearer, as we had already touched the bottom. He then ordered me to go up to the picket monitor, which I did, and he went on board. In a short time he returned and took his pilot into the boat. He then ordered me to go toward Fort Sumter again, which I did; and after getting within a quarter of a mile of the fort, and in eight feet of water, I reported to him. He ordered the boats to cast off from the steamer, and told me to come to an anchor, and wait for the boats to tow them out. After coming a short distance I saw the Philadelphia, and told them they would be ashore if they went twice their length further. I was then near the small buoy off the point of the flats near Sumter. About 2 o'clock I came to anchor in two and three-quarter fathoms of water. About 3 o'clock Captain Stevens came alongside and ordered me to leave with the boats in tow, and take them to the steamer Memphis and leave them, which I did.

I am, respectfully, your obedient servant,

JOHN P. CARR,

Acting Master, Commanding Daffodil.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, off Morris Island, S. C.

Report of Lieutenant Commander E. P. Williams.

ROXBURY, MASS., September 27, 1864.

SIR: I have the honor to make the following report of the capture of myself and party on the morning of the ninth of September, 1863, in an attempt to storm Fort Sumter:

On the morning of the eighth I received orders from Admiral Dahlgren to take command of a division of boats in a night attack on Fort Sumter; to proceed with the vessel under my command outside the bar and call for the requisite number of men and boats from the vessels stationed there. During the day I collected the men and boats; the number and names of which have been reported by their respective commanders. I recrossed the bar after sunset, so late as to render it impossible for the enemy to see the boats in tow. On reporting on board the flag-ship, I found the remainder of the force assembled around that vessel, but the order of attack had not been arranged. Lieutenant Preston and myself at once arranged the different divisions; Commander Stevens, who commanded the party, approving of the arrangement and of the orders. The landing party was in three divisions.

First division, commanded by myself.

Second division, commanded by Lieutenant Remey.

Third division, commanded by Lieutenant Preston.

The orders were to form the divisions as soon as cast off from the tug, pull quietly for the fort, land without firing, and do our best to gain the walls; the other divisions, with the marines, to cover or land, as circumstances should require. Commander Stevens fully approved of these orders. At nine o'clock I saw Commander Stevens, and received his last orders; I said to him that the orders were fully understood; if he should not be up to land with me I would land as soon as I reached the fort; if the enemy should offer no resistance to the landing, would form my men, wait for him, and all go over together; but if resistance was made, I would storm the walls at once, and depended upon

being supported. He said he expected to land with me; and if not, would see that the others supported my division. That is the last order I received from him. Between ten and eleven o'clock the tug got under way, and with the boats in tow we steamed up the harbor. After nearing the fort it turned back, and three times it made a circle near the fort. None of us in the boats could understand the manœuvre, and it had the effect of dampening the ardor of the men. Suddenly, without any word being passed to prepare for it, we found the boats adrift, the tug, at the same time, heading so as to render it impossible to form the divisions without great confusion. Ordering the first division to follow me, I pulled clear of the boats, and formed line abreast. The first division was composed of the following boats:

Powhatan, third cutter, Acting Master Hustace and Lieutenant Pope, of the marine corps, with fifteen marines.

Powhatan, 4th cutter, with myself, Acting Master's Mate Hovey, and sail-maker Wm. Brayton.

Gig from the New Ironsides, Ensign Porter.

Wissahickon, 1st cutter, Acting Master Dayton.

Wissahickon, 2d cutter, Acting Master's Mate King.

As I was to land in the gorge wall, I took the right of my division; ordered Mr. Porter on the left, to make sure the boats should be kept close. As soon as the division was formed I ordered the boats to lie on their oars, and only use them to keep our position. The tide swept us rapidly up to the fort; when within fifty yards the sentinel on the gorge wall hailed. I made no reply, but with my night glass sought a good place to land. He hailed three times, and fired on us at the third hail, to which I answered "passing." On his firing, having found a good landing place, I ordered the boats to give way and land. Three strokes of the oars sent us to the beach. I at once jumped from my boat, followed by the men, and started up the walls. On reaching the top of the second tier of casemates we found the top of the wall projected, so as to render it impossible for us to close with the enemy. Mr. Porter, who was on the left of the division, and most distant from the beach, was by my side almost as soon as I struck the beach. Mr. Dayton, in the Wissahickon, third cutter, also landed at once with his men; but of those in the third cutter of the Powhatan, in charge of Acting Master Hustace and Lieutenant Pope, only two landed, William Simms, boatswain's mate, and corporal Cully, marines. They reported that when they left the boat Mr. Hustace was giving the order to shove off, and they jumped from the boat to follow the landing party. I know no reason why all in the third cutter should not have landed at once. They could have landed with a small loss, and retreating only exposed them to a heavy fire. I saw nothing of the Wissahickon's second cutter, under the charge of Acting Master's Mate King. He must have retreated at the first fire. I know no reason why the officers of these two boats should not have landed at once and followed me, as they were ordered. Lieutenant Remey, commanding the second division, landed, only a part of his division following him. Lieutenant Preston, commanding third division, also landed, but was not followed by the others of his division. The boats that held back opened fire with their revolvers, the shot striking among us, who were half way up the walls. Hoping to find a place where we could close with the enemy, I ordered the boats outside to cease firing and land, repeating the order several times. Lieutenants Meade and Bradford, of the marine corps, at once ceased firing and landed, losing but a few men, which shows how easy it would have been for the other boats to land. At this time the forts on James and Sullivan's islands opened fire with shell; also a ram with grape and canister. It was then impossible for my boat to pass through the fire. The enemy sunk or disabled all the boats by shot and bricks thrown from the wall. Finding it impossible to get over the walls, I ordered the men to shelter themselves in the holes made by our shells. The

enemy kept up a constant fire on us, throwing hand grenades, bricks, fire-balls, and other missiles among us. Hoping something might be done for our relief, I would not surrender, but some of the men from Lieutenant Bradford's boat, he having been mortally wounded in landing, surrendered, and were ordered around on the left to come into the fort. I stopped these and ordered them under the walls. Soon finding it was only losing my men without gaining anything, on a consultation with the officers I surrendered, and was shown inside the fort, where we were courteously treated by Major Elliott, commanding the fort. The following officers were captured:

First division.—Lieutenant Commander E. P. Williams, Ensign B. H. Porter, Acting Ensign E. G. Dayton, Acting Master's Mate C. P. Hovey, Sail-maker W. S. T. Brayton, severely wounded.

Second division.—Lieutenant J. C. Remey and Acting Master's Mate C. S. McCarty.

Third division.—Lieutenant S. W. Preston, Lieutenant E. T. Brower, and Third Assistant Engineer J. W. Harmony.

Fifth division.—Lieutenants of marines, R. L. Meade and C. H. Bradford, the latter mortally wounded.

Ninety-five seamen and marines were also captured, and loss in killed and wounded amounted to three killed and twenty wounded; the names of which I will forward to the department as soon as I can receive them from Columbia.

The wounded were well treated by the enemy. All the officers and men who landed behaved gallantly, and only surrendered when there was no hope of a relief, and it was found to be impossible to close with the enemy.

I would request that Lieutenants Remey and Preston may make a report of the conduct of the officers of the boats of their divisions. I know of no reason why they should not have followed their commanding officers. The small loss sustained in the boats which landed shows how easy it would have been for all to land. They could not tell but that those who landed were engaged hand to hand with the enemy, for, with good glasses and time enough to have a fair look at the walls, I fully expected that we would be able to go over them.

The conduct of all since our capture has been good, with the exception of William Hill, seaman from the Powhatan, and William Beeby, officers' steward from the Housatonic, who were bribed by the enemy and deserted, giving all the information in their power regarding the squadron off Charleston. They took the oath of allegiance, and are now in the southern confederacy.

I have the honor to be, very respectfully, your obedient servant,

E. P. WILLIAMS,

Lieutenant Commanding, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

REPORT OF LIEUTENANT COMMANDER F. M. BUNCE, OF THE ATTACK ON
MORRIS ISLAND, JULY 9, 1863.

UNITED STATES STEAMER PAWNEE,

Stono River, July 12, 1863.

SIR: In obedience to your order, I, on the 9th instant, at 2 p. m., started from this vessel for the purpose of co-operating with the army in an attack on Morris island. Under my command were the launch of the vessel, armed with one rifled and one smooth-bore Dahlgren howitzer, Acting Master's Mate Bache; two launches of the Wabash, each with a smooth-bore 12-pound Dahlgren howitzer, Ensign James Wallace and Acting Master's Mate Bonn;

one army lighter fitted up, armed with two 24-pound Dahlgren smooth-bore howitzers, furnished by the Commodore McDonough, Acting Ensign Knapp; two unarmed cutters of the Wabash, one of the New Ironsides, and one of the Flag, Lieutenant Robertson and Acting Master Frost. I proceeded up Folly river and reported to General Gilmore, and by his order to General Strong. Lieutenant Mackenzie, in charge of transportation, not having arrived, I gave all the assistance in my power to General Strong, and by 1 a. m. of the 10th instant his brigade was in boats ready to proceed to Light-house inlet.

Forming the boats in line ahead, Acting Ensign Knapp taking the lead, being well acquainted with the intricate channel, we proceeded up the creek, and by daybreak, were, with the whole brigade, at or near the junction of the creeks with Light-house inlet.

Just after daylight the batteries on Folly island opened upon the enemy. Getting the armed launches in line abreast, I pulled into Light-house inlet, and, at a distance of 1,800 yards, opened fire upon the Morris island batteries with the rifled howitzer. Pulling down the inlet, slowly firing till we got within good distance of the batteries, I opened with all the howitzers, using 4 second shrapnel; the enemy returned the fire briskly with three or four heavy guns, but without effect. After an hour's rapid firing the enemy's batteries ceased to answer, except with one heavy gun.

General Strong determined to effect a landing with his brigade, and designated the point. I sent the two launches of the Wabash below, while I took up a position above this point, that, with the heavier guns, I might cover him and enfilade the enemy's rifle pits, should he attempt to occupy them to oppose the landing. The landing was successful; all the launches keeping up a rapid and effectual fire of shell and shrapnell over the heads of the troops, forming about a hundred yards in their front, and between them. This fire did not cease till the assaulting forces had so far advanced as to render it unsafe to continue, lest injury might result to our own forces. Although several of the transports were struck and one sunk, none of the boats under my command were hit, we being in a measure protected by the banks, which, as the tide ran out, afforded some shelter. Every officer and man did his whole duty with alacrity.

Very respectfully, your obedient servant,

FRANCIS M. BUNCE,

Lieutenant Commanding.

Commander G. B. BALCH,

Commander U. S. S. Pawnee, Senior Officer.

CAPTURE OF BOAT'S CREW OF THE T. A. WARD.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, November 6, 1863.

SIR: The schooner T. A. Ward arrived here on the 3d instant, from Murrell's inlet, where she was stationed, with the intelligence that on the 17th ultimo a schooner was discovered lying about half a mile up the inlet.

Acting Ensign Tillson, of the Ward, "with two boats, immediately proceeded to board her, which he succeeded in doing without any resistance, there being but one man on board. She proved to be the schooner Rover, a vessel of about fifty tons, and formerly a Charleston pilot boat.

"Upon examination she proved to be loaded with a full cargo of cotton. Joseph Stewart, the person captured on board of her, states that she had been lying there for several weeks, waiting a crew to run the blockade to some English port. Finding the schooner hard and fast aground, and impossible to get

her off, Mr. Tillson set fire to and destroyed her. No papers or documents of any kind were found on board."

On the 20th of October a party of nineteen men, under Acting Ensign Tillson, was despatched for a short distance from the Ward in quest of water. Leaving the boats in charge of Acting Master's Mate Elwell, with seven men, Acting Ensign Tillson, with ten men, landed. They had proceeded about a mile from the boats when they were surprised and attacked by a large body of the rebel cavalry, who made them prisoners. The boats were also attacked, but were successfully defended by Acting Master's Mate Elwell and the seven men who remained. The commander of the Ward speaks highly of their conduct. * * * * *

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Myron W. Tillson.

SOUTH HANSON, MASSACHUSETTS,
November 5, 1864.

SIR: I have the honor to report that on the 20th of October, 1863, I left the United States schooner T. A. Ward, then lying off Murrell's inlet, South Carolina, in command of a howitzer boat, with a crew of eleven men, under orders from Acting Master William L. Babcock, commanding the T. A. Ward, to go in and lie off the beach, within easy range, and shell the enemy's cavalry if they attempted to retreat down the beach, while the schooner shelled the building to the northward, occupied by them as quarters. On being joined by another boat with six men, in charge of Acting Master's Mate A. Elwell, and on a given signal being made from the ship, I landed, in further obedience to my orders, to ascertain if a schooner then lying up the inlet about one and a half miles from its mouth, and which I afterwards found to be the schooner Cecelia, of Nassau, N. P., could be cut out or destroyed; also to examine the locality with a view to obtaining water. Leaving the boats in charge of Acting Master's Mate A. Elwell, I proceeded up the beach with ten men. On approaching the schooner we were surprised by a considerable detachment of the enemy, consisting of companies A and C, 21st Georgia cavalry, and after a brief and ineffective resistance were compelled to surrender to a greatly superior force. After the skirmish I found James Lacy (ordinary seaman) missing; have reason to believe he was killed in the skirmish on the beach. An unsuccessful attempt was also made by the enemy to capture the boats. I have no knowledge of any damage sustained by them. After our capture we were forwarded via Georgetown, S. C., and Charleston, to Richland jail, Columbia, S. C.

I am, very respectfully, your obedient servant,

MYRON W. TILLSON,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

SIR: Many of our seamen and marines have died since their removal from Richmond to Andersonville, Georgia. I have been informed by reliable members of that prison that the cause of such mortality was starvation and its effects.

The following is a list of the men captured with me and died during their severe imprisonment at Andersonville, Georgia :

William Raymond (cockswain) died July 27, 1864; James Dauphinee (seaman) died August 21, 1864; Augustus Kultz (ordinary seaman) died March 29, 1864; John Regan (ordinary seaman) died June 18, 1864; Michael Tearney (landsman) died June 30, 1864. Thomas J. Reynolds, ordinary seaman, missing when last heard from, was held as hostage at Salisbury, North Carolina.

Very respectfully, your obedient servant,

MYRON W. TILLSON,

Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

ATTACK ON FORT SUMTER—OCTOBER 26, 1863.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, South Carolina, November 4, 1863.

SIR: Since my last on the general course of operations here, our own part has still been restricted to the repair of the monitors and the cleansing of their bottoms, which had become so foul by adherence of grass and barnacles as to reduce their speed from $6\frac{1}{2}$ or 7 knots to $3\frac{1}{2}$ and 4. The divers have been engaged in removing these from two or three of the monitors, it is believed with good effect; but in this respect the information is not yet complete, and it is probable that a surer means has been discovered through the agency of Mr. Griffin; that is, the vessels are beached at a suitable place, and the barnacles, &c., removed completely from the sides, leaving only the flat part of the bottom to be cleaned by the divers. It was necessary to replace the rifle gun of the Patapsco, and the 11-inch of the Montauk.

There are now two monitors at Port Royal; the Montauk arrived here last evening, with clean bottom, a new gun, and in good condition.

Mr. Griffin is now engaged with the Ericsson torpedo, and I am in hopes he will be successful in getting it into operation. The rough weather which has prevailed lately has stopped his proceeding for a week or ten days, but he thinks one will be ready for trial soon.

I wish very much that some measures could be taken to form a kind of framework, projecting from the monitors, so as to prevent contact with the torpedoes at the bows of the enemy's iron-clads, and also to apply their method to the monitors. Here, I have neither the time nor the means for such undertakings.

The army having sufficiently advanced with the re-fortification of Morris island, opened fire on Fort Sumter 26th October; the object being to complete its reduction by driving out the garrison and occupying it. The firing has been prosecuted steadily since, and I have examined the progress daily by going up the channel, where a near view could be obtained of the works.

I directed the Patapsco and Lehigh, being armed with rifle guns, to take position also at effective range, but not exposed to that of Fort Moultrie and its adjacent batteries.

The line of fire from Putnam passed directly through the northwest and southeast angles of Sumter, therefore looked equally on the gorge and southeast front.

The fire from the monitors was nearly perpendicular to the southeast front,

and looked acutely on the northeast front. At first the fire ashore seemed aimed at the gorge, which had been originally faced for two-thirds of its height with sand-bags. Upon these the fragments of the top of the wall had lodged and formed one mass of sand and crumbled brick, where the rifle shells entered to no great depth.

The fire of the monitors was directed at the southeast face, and appeared to exhibit a more marked action there, because the debris had fallen down into deeper water, and not lodged to the same extent as on the gorge.

The fire of Putnam and Strong was soon after applied to the southeast front, which gradually gave way to the united fire, until it, too, was reduced to a slope of fragments, much lower, however, than that of the gorge.

By the end of the week the opposite walls of the fort were cut and jagged by the shells which passed over the main front, and the northeast face looked very dilapidated.

On Sunday I had a conversation with General Gillmore on the state of affairs, and on Monday went up with him and General Seymour to view Sumter from Fort Strong; after which we had a conversation in General Seymour's tent on the best probable course to be pursued. General Gillmore finally concluded for the present to continue the fire on Sumter.

The fire of the monitors has been generally very good, and on many occasions most excellent.

Captain Stevens reports that of 455 shells, fired in seven days, 315 took effect on or in the fort.

I regret to say that on the 2d two men were killed in the Patapsco by the premature explosion of the rifle gun. Their names were William Colter and John Morris.

Captain Stevens states: "The explosion of the fifteen-inch shells, fired with 5" and 20" fuzes in the inside of the fort, which gun was fired occasionally, produces an effect which is hardly describable, throwing the bricks and mortar, gun-carriages, and timber in every direction, and high into the air."

I find that the effect of these shells is also noticed by the commanding general ashore.

Last evening I examined the appearance of the fort, (as I have done every day,) and could plainly observe the further effects of the firing. Still this mass of ruin is capable of harboring a number of the enemy, who may retain their hold until expelled by the bayonet, which, in the proper order of things, will devolve on our comrades ashore.

Last evening the schooner Ward came down from Morrill's inlet and reported the capture of an officer and nine men by a party of the enemy, who were, no doubt, annoyed by the presence of the schooner, and her endeavor to prevent some effort to run in or out. I shall despatch a gunboat to stop that game. This is another of the indications that the perfect blockade of Charleston is driving speculators to the smaller ports to get cotton out, and a return cargo in.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The speed of the Montauk was tried this morning, and found to be improved from $3\frac{1}{2}$ to 6 knots, with the same amount of steam. The Ericsson raft will be tried to-day on a monitor.

Report of Commander T. H. Stevens.

UNITED STATES IRON-CLAD PATAPSCO,

Off Charleston, November 2, 1863.

SIR: I have the honor to inform you that, according to your instructions, I have been engaged for the past week in co-operation with the batteries on Morris island, formerly called Forts Gregg and Wagner, and in company with the monitor Lehigh, Commander Bryson, in bombarding Fort Sumter. On Monday last, owing to some unfinished work upon the Lehigh, she did not participate. The Patapsco upon that occasion proceeded within 1,800 yards of the fort and opened fire. As the tide was running flood when the order was given, I was compelled to fight the ship under way, and of course to some disadvantage; notwithstanding, the fire was effective, almost every shell bursting near upon or inside the fort. The next two days, the 27th and 28th, as soon as the tide served, both monitors opened upon the northeast bastion, the fire being very destructive upon this part of the fort and the walls adjacent; so that when the army batteries were directed to this position, the walls being already greatly weakened by our fire, they soon crumbled.

Subsequent to this our fire has been mainly directed to the Charleston face and interior of the fort; with what effect the appearance of Sumter will clearly indicate. The explosion of the 15-inch shells, fired with 15" to 20" fuzes in the inside of the fort, which gun was fired occasionally, produced an effect which is hardly describable, throwing the bricks and mortar, gun-carriages, and timber in every direction, and high into the air.

The flag upon Sumter was yesterday, at two o'clock, shot away for the third time, and has not since been hoisted. A man was seen making an attempt to get it up again, but just at the time three shells from the army and navy batteries exploded over him, doubtless with fatal effect.

The shells of the enemy have fallen around and about us without causing any casualties. It was not, however, until last Saturday, the 31st, their fire seemed to be directed to us, when battery Beauregard and a battery upon James island opened upon us, striking the Lehigh twice, but doing no damage of importance. Upon hauling off from Sumter, I stood over toward Beauregard and delivered five shots, four of which landed in the battery and produced great excitement, the people in the neighborhood flying from our shells. Upon this, Fort Moultrie fired one gun. Yesterday we were not molested on that side, although the James island batteries still continued to fire.

We have been engaged at a distance varying from 1,600 to 2,000 yards.

I enclose herewith a tabular statement of the firing, from which it appears that out of 455 shots 315 have taken effect upon some portion of the fort.

The guns appear to stand the firing well. I have forwarded to the Ordnance office an impression of the vents of both guns, taken yesterday after the firing was over. The rams of the enemy appear to be anchored in four-fathom hole, and above Fort Johnson.

On Friday last, as we were steaming up from the lower anchorage toward Sumter, a boat with a considerable number of men around and in it was seen upon the north shore of Sumter, but before we could get in range the boat and men had disappeared.

Very respectfully, your obedient servant,

T. H. STEVENS,

Commander, Commanding U. S. Steamer Patapsco.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron.

Report of Commander A. Bryson.

UNITED STATES IRON-CLAD LEHIGH,
Off Morris Island, South Carolina, November 4, 1863.

SIR: I have the honor to inform you that, in accordance with your order, I have been engaged for the last nine days, in company with the Patapsco and the shore batteries, in the bombardment of Fort Sumter; during which time I have fired from the 8-inch rifle 408 percussion shell, and from the 15-inch smooth-bore twenty-four shell; the distance varied from 1,600 to 1,800 yards. The effects of the lodgement of many of these shell were those of displacing large masses of masonry, and throwing high in the air pieces of heavy timber, knocking over gun-carriages, and opening casemates. During the greater part of the bombardment my attention was given almost wholly to the inner face of the northwest wall, and the result of the firing can easily be seen by the naked eye. On the afternoon of the 31st of October the flag of Fort Sumter was shot away by the shore batteries; a short time after two flags were raised very near each other. The rifle was then directed to the flags, and at the third fire both flags were shot away. (Lieutenant Commander Phythian had this pleasure.) On the fourth of November my attention was given to the northeast face of the fort. At the angle at which I was firing I found that the shell glanced from the face, doing but little damage; after having fired a few shell at the fair face, and finding that they would not lodge, I then directed the fire to the angle of the same face nearest Cummings's Point, which was already somewhat broken. At this point I found that the shell lodged; I then continued the fire at this point with very fine effect, knocking down tons of masonry and exposing the arch of a new casemate.

After I had made a lodgement for the shell at this part of the wall, I inclined the fire gradually to the right, and succeeded during the day in cutting into the wall for about thirty feet along its fair or northeast face. On the afternoon of October 31 battery Beauregard opened on this ship and the Patapsco, (firing six shots,) doing, however, little damage; one shot cutting away half of the pennant staff of the Lehigh, and a shell exploding on the after part of the deck.

I enclose a tabular statement of the firing.

I am, respectfully, your obedient servant,

A. BRYSON, *Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Summary of shots fired by the United States iron-clad Lehigh at Fort Sumter.

RIFLE 8-INCH PARROTT.					XV-INCH SMOOTH-BORE.				
Date.	No. of hits.	No. of misses.	Premature explosions.	No. of shots.	Date.	No. of hits.	No. of misses.	Premature explosions.	No. of shots.
October 27...	15	13	1	29	October 28...		2		2
28...	19	15	2	36	November 2...	6	2	1	9
29...	19	10	1	30	3...	3	1		4
30...	31	16	4	51	4...	6	2	1	9
31...	42	13	4	59					
November 1...	51	13	5	69					
2...	35	4	3	42					
3...	36	10	3	49					
4...	38	4	1	43					
Total.....	286	98	24	408	Total.....	15	7	2	24

Additional report of Commander T. H. Stevens.

UNITED STATES IRON-CLAD PATAPSCO,
Off Morris Island, November 10, 1863.

SIR: Since my last report of the bombardment of Sumter, I have the honor to inform you we have fired from this vessel ninety-six rifle projectiles at the fort, of which three were defective, eighty-two struck the fort, and eleven missed.

From the XV-inch gun twenty-two twenty-second fuzed shell have been fired at the same object, of which sixteen struck the fort, and six missed.

During all the time we have been engaged, there have been five hundred and seventy-three shells (of which five hundred and fifteen were from the rifle gun) fired, of which number four hundred and thirteen struck the fort, twenty-seven were defective, and one hundred and thirty-three missed.

Very respectfully, your obedient servant,

T. H. STEVENS, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

ATTACK ON CUMMINGS'S POINT BATTERIES.

Complimentary letter of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, November 17, 1863.

SIR: I beg leave to call your attention to meritorious service, *under a severe fire* of the enemy, by certain persons of this squadron.

Last evening the enemy unexpectedly opened a very heavy fire from Moultrie upon our works on Morris island. General Gillmore telegraphed me accordingly thus: "The enemy have opened a heavy fire on Cummings's Point. Will you have some of your vessels move up so as to prevent an attack by boats on the sea face of the point?"

It was now about 10 p. m., and I at once ordered the monitors on picket to move up so as to attend to this duty, and also to cause the tugs on patrol to keep a good look-out.

This morning early it was reported that the Lehigh had grounded, and the enemy had opened heavily on her from Moultrie and the adjacent batteries. I at once signalled to the iron-clads to get under way, and myself went up in the Passaic. On reaching the spot I perceived that the Nahant was very close to the Lehigh, so I passed to her, where I found Lieutenant Commander Cornwall preparing to assist his comrade.

With difficulty and much danger it was contrived to get three or four hawsers successively from the Nahant to the Lehigh; two were cut by chafing and one by the enemy's shot; the last one held, and at high water the Lehigh floated off.

With pleasure I bring to your notice the gallant behavior of Acting Ensign R. Burke, who was severely wounded, and also of the medical officer of the Lehigh, Dr. W. Longshaw; twice he passed in a small boat from the Lehigh to the Nahant, carrying a line bent on the hawser; the shot and shells from cannon and mortars were flying and breaking all around.

The third time this service was performed by three seamen, Horatio Young, William Williams, and Frank S. Gile. These I advanced on the spot in their rates.

I have also given appointments as master's mates to the two petty officers who rowed Dr. Longshaw, George W. Leland and Thomas Irving.

It would also have been very gratifying to me if it had been in my power to advance Acting Ensign Burke and Dr. Longshaw under the fire, when they so well performed their duty, and by which the former had been severely hurt; for a recognition of this kind has always been more valued in military service than any other. I beg leave to recommend them to the notice of the department, with the observation that they risked their lives to save an invaluable vessel, which, I am glad to say, sustained no great damage.

It is proper for me to remark that the few officers were actively employed in other duties at the time.

The Passaic and Montauk fired with great precision, and I think with effect, for their shells seemed to me to strike the test of the parapet every time.

Commander Bryson and Lieutenant Commander Cornwell, with their officers, did their duty handsomely on the occasion.

I enclose the report of Commander Bryson.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander A. Bryson.

UNITED STATES IRON-CLAD LEHIGH,

Off Morris Island, S. C., November 17, 1863.

SIR: I have the honor to report that, in obedience to your order of the night of November 15, I moved up, whilst on picket service, to a position which would enable me to use my guns on any boats of the enemy which might be seen approaching Cummings's Point.

I anchored the ship in three-quarters fathom of water, on a half ebb tide, feeling that she was perfectly secure. On the making of the flood tide she swung, and in swinging it is my belief that she touched on a lump and there hung. The water was so smooth, and she went on so easily, that it is impossible for me to say at what time during the night she touched. After daylight I made the attempt to get under steam, and found, to my surprise, that the ship was on the bottom. Signal was then made to this effect, and that assistance might be rendered me. I was within range of the enemy's batteries on Sullivan's island, and as soon as they perceived that the ship was ashore they opened on me from nine different batteries, striking twenty-two times, nine of which are wounds on the deck plating; and these are the most serious of all the wounds she received.

The Nahant, being the nearest ship to me, immediately came to my assistance, and anchored near us. Lines were procured from the Nahant on three occasions, the first two being shot away, and the third successfully made fast. The Nahant then steamed ahead, the Montauk being ahead of her, the Lehigh backing, and in the course of an hour the ship floated. No injury has been done the ship by grounding that can be perceived. I regret to inform you that, while under the fire of the enemy's batteries, there were wounded one officer and six men—two seriously, the others slightly.

It is a pleasure for me to say that all under these trying circumstances did their duty, there being no confusion and everything working well.

I would especially mention the valuable services voluntarily rendered by Assistant Surgeon Longshaw, and the promptness and alacrity with which George W. Leland (gunner's mate) and Thomas Irving (cockswain) manned the boat which was engaged in passing lines under a heavy fire.

Acting Ensign Richard Burke also commanded my admiration for the courageous manner in which he performed all his duties, the value of which I cannot speak too highly of.

I am, respectfully, your obedient servant,

A. BRYSON, *Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Recommendation for promotion.

BUREAU OF MEDICINE AND SURGERY,
November 28, 1863.

I beg leave to recommend, as a recognition of the gallant conduct and efficient service, under a heavy fire of shot and shell from the enemy's cannon and mortars, of Assistant Surgeon William Longshaw, of the monitor Lehigh, so amply set forth by Rear-Admiral Dahlgren in general orders of the 17th instant, that an order issue giving Assistant Surgeon Longshaw the privilege of examination as soon as his two years' sea service required by law shall be completed, and if successful, that he shall rank as passed assistant surgeon from the date of his examination, without reference to others of his date or class.

W. WHELAN, *Chief of Bureau.*

NECESSITY OF IRON-CLADS FOR THE PROTECTION OF THE SOUTHERN COAST.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 19, 1864.

SIR: The department's letter of the 4th of January has been received.

The irregularities in regard to complement of officers is rather the result of circumstances. The Ironsides, as well as all the monitors, occupy positions entirely exceptional. Our entire safety on the southern coast depends on these vessels. Without them, the rebel iron-clads would quickly ruin the blockade and capture our land forces. They also have the most severe and never-ceasing duties to fulfil while on picket, particularly in keeping off the various submerged devices of the rebels. I can, from frequent inspection of them after dark, bear witness to this. For these reasons I keep them at the highest possible state of efficiency, and, as a general rule, give whatever they ask for. * * * *

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

SINKING OF THE WEEHAWKEN.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, December 6, 1863.

SIR: With feelings beyond my ability to express I have to announce that the monitor Weehawken sank at her anchorage to-day at half past two o'clock. It was blowing a moderate gale from east by north at the time, and I had been occasionally noticing the motions of the Montauk, which was anchored the highest up the harbor, and had been under way.

Mr. Hughes, the superintendent of repairs of the monitors, was talking to me at the time—asking leave to go home—when the signal officer announced that the Weehawken had flying a signal “for assistance,” and this was followed almost immediately by the entrance of the fleet captain, who reported that the Weehawken appeared to be sinking.

Directions were given at once to let her make for the beach, but before the least measure could be taken the Weehawken disappeared beneath the water, and nothing was seen above but the flag and the top of the smoke-stack.

Scarcely five minutes elapsed between the time that the signal “for assistance” was made and the sinking of the vessel.

I am entirely unable, from the imperfect information at hand, to satisfy myself of the real cause of the disaster. Some attribute it to the entrance of a heavy sea into the fore hatch, filling the anchor well; others say that there was an excess of water in the vessel three hours before she went down, which is also attributed to the hawse-pipe. Some talk of the water forcing in at the joint of the overhang; but it would appear that no apprehension of danger existed until ten or fifteen minutes before the signal was made.

The Weehawken lay about east of the beacon-house on Morris island, and nearest to her were a mortar schooner, a tug, and my own steamer. The Ironsides and other vessels lay lower down, except the Montauk, which was on picket.

Steam-tugs and boats were despatched at once to pick up the crew, but it is to be feared that some lives have been lost. These cannot yet be known with exactness, as the survivors are scattered among different vessels, and it blows too fresh to communicate with facility.

I shall send to Port Royal for the divers and other means to raise the Weehawken, and would ask that the department would also send here any assistance that is available.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Detailed report of the sinking of the Weehawken.*

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, December 8, 1863.

SIR: Another despatch informs you of the sad disaster that has befallen the Weehawken. I have ordered an inquiry, which will supply all the evidence that is attainable. Meanwhile there are differences of opinion among well-informed officers. Some attribute the cause to the water in the anchor well,

the influx through the hawse-pipe, and the depression forward, so that the water would not flow to the pumps.

A written opinion (A) from Lieutenant Commander Simpson, who has the monitor Passaic, states that the water did run aft, and that the rotatory pump was in full action. He thinks that weakness from injuries in service, with, perhaps, some strain in beaching, had loosened rivets of bottom plates, and did the rest.

Among the melancholy consequences are the loss of life. Four engineers and twenty men are missing, the names of whom are enclosed, (B.) Every effort was made to save the crew, and in a few moments the water was alive with boats. It is to be hoped that some may have escaped ashore, but the chances are very slight.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

Report of Lieutenant Commander E. Simpson.

UNITED STATES IRON-CLAD PASSAIC,

Off Morris Island, S. C., December 6, 1863.

SIR: I respectfully submit my opinion of the cause of the sinking of the Weehawken.

From the testimony that I have been able to collect, it appears that between 11 a. m. and meridian the windlass-room was full of water; the forward hatch was then closed, and no water could find its way in except through the hawse-hole. At this time the centrifugal pump did not work, as there was not enough water aft to make it "fetch." This indicates a want of free communication through the limbers. It seems that this difficulty was overcome, for some time afterwards the water rose to about four inches of the fire-room floor (which would make it twenty-six inches below the grate-bars) when the centrifugal pump was in operation discharging steadily its 2,000 or 3,000 gallons of water per minute. No apprehension seems to have been felt at this time as to the danger of sinking, the vessel was not noticed to be settling, but the commanding officer desired the presence of the captain, and commenced to signalize to that effect. At this instant the water suddenly rose in the vessel, and she commenced to settle forward. The signal "in want of assistance" was made immediately, and she went down. My conclusion is, that the sinking of the vessel was not occasioned by the water that found its way into her through the hawse-hole, for it seems clearly proven that free communication was established (through the limbers) between the hawse-hole and centrifugal pump, and I conceive that the centrifugal pump is able to discharge all water that enters by the hawse-hole. I believe that the injuries that the vessel had received in service, particularly while aground under the fire of the Sullivan's Island batteries, (assisted perhaps by the straining produced by being beached at Port Royal,) had so strained her that the rivets were loose on some of her bottom plates, and the rough sea that was running at the time of the disaster must have been sufficient to open the plates and admit the water. From all that I can learn, it was no gradual accumulation of water that caused the vessel to sink, but it was almost instantaneous. This could alone be caused by such reason as I here assign.

I merely submit this hurried paper with a view to rendering some slight aid towards assigning a reason for the terrible disaster.

Very respectfully, your obedient servant,

E. SIMPSON, *Commanding.*

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

B.

List of the Weehawken's officers supposed to be lost.

Henry W. Merian, third assistant engineer.

Augustus Mitchell, third assistant engineer.

George W. McGowan, acting third assistant engineer.

Charles Sponbergh, acting third assistant engineer.

Very respectfully,

FREDERICK R. STOW,

Acting Assistant Paymaster.

Commander J. M. DUNCAN.

List of men's names who are supposed to be lost from the Weehawken.

- | | |
|----------------------------|------------------------|
| 1. Thomas Piper. | 15. Edward Mullen. |
| 2. James Scollan. | 16. Michael Clines. |
| 3. John Buckley. | 17. James Lennan. |
| 4. John Kerrigan. | 18. Thomas Mec. |
| 5. John Carpenter. | 19. Robert Nugent. |
| 6. Joseph Grogan. | 20. Thomas Donovan. |
| 7. Charles F. Davis. | 21. William G. Pike. |
| 8. John Williams, 2d. | 22. George Leighton. |
| 9. Charles H. Wilson. | 23. Henry Summer. |
| 10. William H. Williamson. | 24. Thomas Stocker. |
| 11. Christian Anderson. | 25. Thomas Donlon. |
| 12. John Rutlage. | 26. Stephen C. Newman. |
| 13. Ralph Anderson. | 27. (Not ascertained.) |
| 14. Edward Gayhan. | |

Very respectfully,

FREDERICK R. STOW,

Acting Assistant Paymaster.

Reports of officers of Weehawken.

- | | |
|--|--------------|
| A. Commander Duncan | December 7. |
| B. Lieutenant M. S. Stuyvesant | December 7. |
| C. Lieutenant M. S. Stuyvesant | December 9. |
| D. Lieutenant M. S. Stuyvesant | December 11. |
| E. Acting Master C. C. Kingsbury | December 8. |
| F. Assistant Surgeon E. M. Stein | December 9. |
| G. Assistant Surgeon E. M. Stein | December 11. |
| H. Acting Paymaster F. R. Stow | December 7. |

I. Ensign I. H. Reed.....	December 7.
K. Acting Second Assistant Engineer J. B. Allen.....	December 9.
L. Acting Ensign B. H. Chadwick.....	December 7.
M. Acting Ensign F. H. Crandall.....	December 7.
N. Master's Mate and Gunner William E. Bayne.....	December 10.
O. Pilot Levi Jump.....	December 7.

A.

Report of Commander J. M. Duncan.

UNITED STATES FLAG-SHIP PHILADELPHIA,
Off Charleston, S. C., December 7, 1863.

SIR: I have to report that on the evening of the 4th instant I received orders detaching me from gunboat Paul Jones, and ordering me here to take command of the iron-clad steamer Weehawken. On the morning of the 5th I arrived here, and in the evening took command of her and went up on the advanced picket, and remained there until 9.30 of the morning of the 6th; then came down; made fast to buoy No. 2; then came on board this vessel.

About 1.30 p. m. a signal was made that the Weehawken wanted assistance. I immediately got in a boat with the pilot of this vessel. Before we could reach her she went down. Boats from all the vessels around went to the assistance of the men that were overboard, and succeeded in saving all but four of the engineers and twenty-seven of the men. When I left the vessel everything appeared to be right; the anchor-hold was all dry, no water coming through the hawse-pipe. I enclose you statements of all the officers now on board. Not being on board myself at the time, I am not able to give any account of the sad accident.

Very respectfully, your obedient servant,

J. M. DUNCAN, *Commander.*

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron, Flag-Ship Philadelphia.

B.

Report of Lieutenant M. S. Stuyvesant.

UNITED STATES FLAG-SHIP PHILADELPHIA,
Off Morris Island, December 7, 1863.

SIR: In obedience to your orders of to-day, I make the following report of circumstances attending the loss of the United States iron-clad steamer Weehawken:

At or near 12 o'clock yesterday the seas were washing over the bows of the vessel, and water was going down the forward hatch in small quantities, as has frequently been the case.

To prevent its splashing into the cabin the iron door leading into the anchor-room was closed; and in order to ease the ship, fifteen fathoms of chain were veered. We were at our usual moorings, made fast to buoy No. 2. The wind freshened, and the seas grew larger very rapidly, and while closing down the forward battle-plate several seas went over, almost filling up the anchor-room. Men were immediately sent down to keep the limbers clear. The berth-deck battle-plate was then let down, and at this time I observed that the vessel was

not so much by the stern as usual. This I attributed to the large body of water forward. As the limbers were clear, I had no fears but that the water would run aft, and be pumped out. It was now reported to me that my room was flooded, and while on my way to examine it, the captain of the hold reported five (5) inches of water, which was evidence that the water was making its way aft.

The leak in my room was around the end of one of the beams where it joined the side, and seemed to be one that could be easily stopped.

In the cabin the water was pouring in in small streams by the upper edge of the forward bulkhead. The hatches were taken off the cabin-lockers to let the water into the bilge.

For many minutes the vessel did not settle any by the head. I saw nothing serious in the condition of the vessel, but thought that the commanding officer ought to be on board, and began to make signal for him. I should have mentioned that the commander, James M. Duncan, was on board the flag-ship, near at hand.

The centrifugal and other pumps were started as soon as the water was high enough for their suction to take effect, and all of them worked well apparently.

After some minutes had elapsed with the vessel in this condition—I cannot say how long—she suddenly began to settle forward and to cant to starboard. Signal was made for assistance immediately, and all hands ordered on deck, but she sunk so rapidly now that many were caught below. Assistance arrived promptly, and I believe that all who succeeded in reaching the upper deck were picked up by boats. The saving of many lives is attributable to the self-possession displayed by all those officers and men who fell under my observation.

I have since heard from officers of the vessel that there were leaks in all the wing-rooms, and, as she had been much strained from various causes, my impression is that these leaks became suddenly enlarged, filling the ship forward, and causing her to sink almost immediately.

I am, respectfully, your obedient servant,

M. S. STUYVESANT,
Lieutenant and Executive Officer.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston, S. C.

C.

Additional report of Lieutenant M. S. Stuyvesant.

UNITED STATES STORESHIP SUPPLY,
Off Morris Island, December 9, 1863.

SIR: Agreeably to your orders, I have questioned the officers and crew from the late United States steamer Weehawken regarding the use of a jackass in her hawse-hole.

A temporary one made of coal bags was used on her passage from New York to Fortress Monroe, but nothing has been seen of it since. None others made, nor any one detailed for that duty on the ship.

It will gratify you, sir, to know that the Weehawken's officers and men are well cared for in their new quarters, and as comfortable as possible under the circumstances.

I am, respectfully, your obedient servant,

M. S. STUYVESANT,
Lieutenant United States Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

D.

Letter from Lieutenant M. S. Stuyvesant transmitting various reports.

UNITED STATES STORESHIP SUPPLY,
Off Morris Island, December 11, 1863.

SIR: I enclose copies of the reports of J. B. Allen, acting second assistant and senior engineer, and E. M. Stein, assistant surgeon; also, a second report from W. E. Bayne, acting masters's mate, in accordance with your orders of December 10.

I forwarded the reports of the first two officers on the 9th ultimo, and am sorry they failed to reach.

I am, respectfully, your obedient servant,

M. S. STUYVESANT,
Lieutenant United States Navy.

Lieut. Com. J. M. BRADFORD,
Fleet Captain, S. A. B. Squadron.

E.

Report of Acting Master Charles C. Kingsbury.

FLAG-SHIP PHILADELPHIA,
Off Morris Island, December 8, 1863.

SIR: In obedience to your orders, I beg leave to submit the following statement of what came under my observation in relation to the sinking of the iron-clad Weehawken.

At about 1 o'clock p. m., being in my room, received an order from Mr. Stuyvesant, the executive officer, to come on deck, and, in obeying the order, heard some one say "the water is coming in the cabin through the door." When I got on deck I received an order from executive officer to veer away chain, the vessel being fast to her mooring buoy; and whilst obeying the order observed the sea washing over her from three to five feet in depth. After having obeyed the order, having given her about forty-five fathoms of chain, received permission to go below, and, upon my doing so, found the water rushing into my room in large streams; raised the hatch in my room and found the place full of water; looked into the cabin, and also saw the hold full; then went on deck and reported the same to executive officer, and the want of some one to haul the limber chains; was ordered by executive officer to take some men and go down and see to the hauling of them myself, and whilst executing the order saw the hold under the berth deck was rapidly filling. Saw Mr. Allen, second assistant acting chief engineer, and spoke to him about the water not running aft; he made answer, "the pumps work well;" then went into the turret-room, and heard the order given for everybody to come off the berth deck; then used all my endeavors to get the men up as quickly as possible; got up myself, leaving one or two on the ladder to come up after me.

In my opinion, the cause of her sinking was the shattered condition of her side armor, and a large increase of weight in ammunition and coals, which, with a rough sea, and her forward compartment full of water, caused an opening between the overhang and hull, which made itself manifest by the rushing in of water in all the side rooms.

I have the honor to be, very respectfully, your obedient servant,

CHA'S. C. KINGSBURY,
Acting Master United States Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Flag-Ship Philadelphia.

F.

Report of Assistant Surgeon E. W. M. Stein.

UNITED STATES STORESHIP SUPPLY,
Off Charleston, S. C., December 9, 1863.

SIR: I am of opinion that the sinking of the Weehawken was caused by the filling of the forecastle with water, which caused her to go down by the head, besides straining her to such a degree as to separate the overhang from the hull, thereby causing a general leakage throughout the fore part of the vessel. The over-cramming of the vessel with shot and shells increased the strain on her, and no doubt caused her to sink more rapidly than she otherwise would have done. These are the chief causes, as it appears to me, to which the loss of this vessel is attributable.

Very respectfully, your obedient servant.

ED. W. M. STEIN,
Assistant Surgeon.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston, S. C.

G.

Additional report of Assistant Surgeon E. W. M. Stein.

UNITED STATES STORESHIP SUPPLY,
Off Charleston, S. C., December 11, 1863.

SIR: In obedience to your order requiring the officers of the Weehawken to present you with a statement of the facts, as far as they know, connected with the loss of that vessel, I would respectfully say that the filling of the forecastle with water, and "the going down by the head" of the vessel in consequence of the accumulation of water in the fore part thereof, are the facts which immediately caused the sinking of the Weehawken, *as it appears to me*. The excessive quantity of shot and shells stowed away in the vessel is another fact which, I take it, caused her to sink sooner than she otherwise would have done.

I have the honor to be, very respectfully, your obedient servant,

ED. W. M. STEIN, *Assistant Surgeon.*

Rear-Admiral JOHN A. DAHLGREN,
*Commanding S. A. B. Squadron,
 Flag-Ship Philadelphia, off Charleston, S. C.*

H.

Report of Acting Assistant Paymaster F. R. Stow.

FLAG-SHIP PHILADELPHIA,
Off Charleston, S. C., December 7, 1863.

SIR: In compliance with your request, I have the following statement to make in regard to the sinking of the iron-clad steamer Weehawken on the 6th instant:

About 1 o'clock p. m. I observed the water making so fast in the anchor-room that it was necessary to close the bulkhead door. About thirty or forty

minutes afterwards I noticed that the anchor-room was so full of water as to cause it to flow over the top of the door and flood the cabin floor. The water did not appear to flow aft but a very little, but accumulated rapidly forward, and fast coming up with the cabin and wardroom floors. I also observed the water leaking rapidly into the officers' rooms and into my own room, through the seams in the sides of the ship. This latter I had never known to occur since I had been on board. When I observed this I became at once convinced that she was making water fast throughout the entire forward part. When I left the wardroom, which was about five minutes before she sank, the water was an inch upon the floors.

The quantity of ammunition stowed forward was larger than it ever was since I have been on board, which caused her to be more down by the head than I have ever known her to be. Taking the large stock of shells and the vast quantity or weight of water in the anchor-room together, I believe so strained her forward as to let water into scores of places aft the cabin. She fast settled forward and prevented the water flowing aft. In my opinion the ship would not have sunk if she had not opened in her side.

Very respectfully,

FREDERICK R. STOW,
Acting Assistant Paymaster.

Commander J. M. DUNCAN,
Flag-Ship Philadelphia.

I.

Report of Ensign J. M. Reed.

FLAG-SHIP PHILADELPHIA,
Off Morris Island, December 7, 1863.

SIR: In obedience to your order, I respectfully submit an account of the circumstances connected with the sinking of the Weehawken that came under my observation.

At about 9.30 a. m. we came down from the picket ground and shackled on to the buoy known as buoy No. 2. At that time, and until 12 meridian, when I gave up charge of the deck, the sea was breaking over the ship forward, but being nearly an every-day occurrence, no notice was taken of it.

Between 1.15 and 1.30 p. m. a heavy sea broke over the ship and filled the anchor-well with water. The forward battle-plate and also the berth-deck battle-plate were immediately closed, and the iron door connecting the captain's cabin and anchor-well was also closed and secured by iron turn-buckles. When the door was first closed the water leaked from the top to the bottom of the door, but in a short time it leaked but a very little from the bottom. This, in my opinion, proves that the limbers were clear, and that the hawse-hole, which was not closed, had nothing to do with the sinking of the ship. At about the same time a large leak was observed in the executive officer's room. This leak was about half way from the berth to the main deck. I reported it to the executive officer, and went on top of the turret.

The sea was then breaking over the ship forward, but not more than I have seen it before. In fifteen or twenty minutes it became apparent that we were sinking a little by the head. The centrifugal pump was started and threw a large stream of water through the out-board delivery on deck; but she did not rise any, and the executive officer ordered all the officers and men on deck, and also ordered the signal "captain needed on board" to be made.

I had mastheaded the first number of the signal, when she commenced to sink very rapidly. I was ordered to discontinue the first signal, and substitute "as-

sistance needed." The crew were directed to go aft and save themselves, and in from five to ten minutes the sea was making a clean run over the deck.

It is my opinion, and I believe the opinion of most of the officers, that the leak in the executive officer's room enlarged suddenly and caused the ship to sink.

I have honor to be, very respectfully, your obedient servant,

J. M. REED,

Ensign, United States Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

K.

Report of Acting Second Assistant Engineer J. B. A. Allen.

UNITED STATES STORESHIP SUPPLY,
Off Charleston, S. C., Wednesday, December 9, 1863.

SIR: In accordance with your order requiring those officers who were saved from the ill-fated iron-clad steamer Weehawken to send in to you their report regarding the sinking of that vessel, I herewith transmit my views.

After having made my usual visit, at 9 a. m., around that part of the vessel belonging to the engineer department, and finding all the machinery in good order, I retired to my room, feeling somewhat unwell. Soon after (I cannot exactly name the hour) I heard a rush of water forward, and went into the cabin to find out the cause. I there found Ensign Chadwick engaged in closing the communicating door between the anchor-well and cabin. I assisted him in closing this door and securing it, (which is done by means of iron turn-buckles and bars,) and by this means the water was prevented for a time filling up the bilge. I then went into the engine-room, and ordered *one* Worthington pump started to pumping out the bilge, and then went to the executive officer and requested that the limber-chains might be hauled. This was done, and I returned to the engine-room, and there found that the water was coming aft very fast. I ordered the remaining Worthington pump started, and the centrifugal pump cleared and got ready for use. I then went back into the cabin, and saw the water forcing its way through all sides of the communicating door, and that the water under the cabin floor covered the shot and shell, and was nearly over the floor. I returned to the engine-room, and ordered the centrifugal pump started. This pump worked well, but drew the water from the bilge faster than it ran through the limbers, and therefore, for a time, it was sucking.

All that possibly *could* be done by the engineers was done, as is plainly seen by those four noble fellows dying at their posts.

The vessel (Weehawken) having been *twice* subjected to heavy straining, (first while ashore near Fort Sumter, and lastly while beached at Port Royal,) and having an unusual weight of ammunition forward, I respectfully submit as my reasons for the melancholy loss. As fast as she filled with water forward, so much more did it pull her down by the head, and prevent the water from running aft; and I believe that heavy weight of ammunition and water caused a large opening between the overhang and hull.

I am, very respectfully, your obedient servant,

J. B. A. ALLEN, U. S. N.,

Acting Second Assistant Engineer,

Late Senior Engineer United States Steamer Weehawken.

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,

Com'g S. A. B. Squadron, Flag-Steamer Philadelphia, off Charleston, S. C.

L.

Report of Acting Ensign B. H. Chadwick.

FLAG-STEAMER PHILADELPHIA,
Off Charleston, South Carolina, December 7, 1863.

SIR: I have the following to report in relation to the disaster on the iron-clad Weehawken, on the afternoon of the 6th instant, as came under my observation, viz:

About 1 p. m. I was seated in the wardroom, when my first apprehension of any unusual occurrence in regard to the safety or sinking of the Weehawken was occasioned by the pilot's calling my attention to the volume of water flowing in around the bulkhead iron door, between the captain's cabin and the anchor-room, which was closed and only latched; and from the flow of the water in at the sides of the door should judge the water in the anchor-room at that time to be about eighteen inches deep. This water was flooding the cabin floor. I called for assistance. Mr. Allen, the chief engineer came, and we put on and screwed up the cross-bars to the door, which nearly stopped the water coming through. The water rose gradually in the anchor-room, as indicated by the leak about the door, and in about thirty minutes it was on the top of the door. I next saw a leak around the end of a beam in executive officer's room, on starboard side forward, and, on opening a hatch in the starboard forward room, the water came up over the floor.

The sinking of the Weehawken I attribute to the excessive weight of ammunition, keeping the vessel down by the head, causing the water to flood the anchor-room through the hawse-pipe; then the combined weight of water and ammunition caused the ship to strain and leak badly between the overhang and the hull forward when in a sea way; and, lastly, the water would not flow aft to the pumps, making it impossible to free her.

Most respectfully submitted.

BENJ. H. CHADWICK,
Acting Ensign, United States Navy.

Commander J. M. DUNCAN.

M.

Report of Ensign F. N. Crandall.

FLAG-SHIP PHILADELPHIA,
Off Charleston, S. C., December 7, 1863.

SIR: In obedience to your order, I respectfully submit the following statement in relation to the sinking of the United States monitor Weehawken on December 6:

I relieved the officer of the deck at 12 meridian, noticing that we were shackled on to a buoy, and not very far from several steam-tugs lying at anchor. The wind was quite fresh from northward and eastward, and a pretty heavy sea on, breaking over the decks forward, which, I suppose, is a common occurrence to the monitors during rough weather. About 1 p. m. a heavy sea partly carried away the forward hatch. I immediately called all of the watch on deck.

About this time Lieutenant Stuyvesant, the executive officer, came on deck also. I went forward with the watch to replace and secure it, and found the battle-plate unshipped and hanging by the tackle. This was placed and closed down as soon as possible. The room which had been closed up below was about half full of water before the battle-plate could be shipped. Acting Master Kings

bury came on deck about now, and received orders from the executive officer to veer away chain, which was done. After everything was secured, Mr. Stuyvesant told me to go below and change my clothing for a dry suit. Before arriving below I observed the water coming over the door from the anchor-room into the cabin. Just as I started to come on deck the water came up through the hatch in my room.

When I arrived on top of the turret the order was sent down by Mr. Stuyvesant for everybody to come on deck. Soon after, the order to go aft and save themselves. Under the circumstances, officers and men behaved with great coolness.

In going down she canted over to starboard. I staid aboard until a heavy sea washed me off, when I made a spring and caught hold of the boat, and was hauled in. I then took charge, but found her completely unmanageable. Her row-locks were gone, and all we could do was to keep her head to sea. Finally we were picked up by a tug-boat.

As to the real cause of her filling with water I am not able to state. I judge she must have parted the "overhang" from the main hull. The anchor-room is supposed to be a water-tight compartment, which, being filled with water, would not affect the vessel.

Very respectfully, your obedient servant,

F. N. CRANDALL,
Acting Ensign United States Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

N.

Report of Acting Master's Mate W. E. Bayne.

UNITED STATES STORESHIP SUPPLY,
Off Morris Island, December 10, 1863.

SIR: In obedience to your order, I transmit an account of what I saw in reference to the sinking of the United States steam iron-clad battery Weehawken.

The first intimation that I had of anything being wrong was, upon looking through one of the turret ports, I saw that the forward battle-plate over the captain's hatch had been washed by a heavy sea out of its place, and I also saw Mr Stuyvesant, in person, having it put in its place. When, about five or ten minutes afterwards, I went and found the water rushing over the door leading to the anchor-well, which was closed but not secured; finding which, I looked for and found the cross-bars, and helped to secure it. The pilot was in the cabin at the same time. I also had the hatches taken off the forward shot-lockers to let the water run aft quicker to the pumps. After seeing all secure, went to dinner, thinking that the water would soon run aft. In fifteen minutes afterwards heard that the water was running into the first lieutenant's room; went to see what could be done with it. I sent for padding and tallow, and stopped it as far as possible. Afterwards I went to look at the cabin again, thinking it might be all clear, but found it worse than ever, but did not think there was any danger, as all the pumps were working well; but found things still getting worse and the water still rushing into the ship. I also thought that the ship was sinking by the head, and upon going to the top of the turret found it to be so; when I got an order to fire a gun, but could not do so for the boats. Heard the executive officer give an order to leave the ship by any means

in our power. He was busy at that time with signals. Left the top of the turret, and held the boats till they were full of men, and got washed overboard, but got into the boat again.

I remain, very respectfully, yours,

WM. E. BAYNE,
Acting Master's Mate, Acting Gunner.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

O.

Report of Pilot Levi Jump.

OFF MORRIS ISLAND,
December 7, 1864.

SIR: The sinking of the United States iron-clad steamer Weehawken, moored at buoy No. 2, on the 6th instant, in my opinion, was caused by leaving the battle-plate over the captain's hatch off too long, causing the forecastle to be filled with water, and that, coupled with extra weight of shell, caused her to sink by the head, preventing the water from going aft; and the pressure of water was so strong as, in my opinion, to burst the main hull from the overhang, as all the leaks started were fresh ones.

I remain, very respectfully, your obedient servant,

LEVI JUMP, *Pilot.*

J. M. DUNCAN,
Late Commander of U. S. Iron-clad Weehawken.

List of officers and men saved from the United States steamer Weehawken.

Officers.—J. M. Duncan, commander; M. S. Stuyvesant, lieutenant; C. C. Kingsbury, acting master; E. M. Stein, assistant surgeon; F. R. Stow, acting assistant paymaster; J. H. Reed, ensign; B. H. Chadwick, acting ensign; F. H. Crandall, acting ensign; J. B. A. Allen, acting second assistant engineer; William E. Bayne, acting master's mate; Levi Jump, pilot.—Total, 11.

Men.—John Smith, first-class fireman; John Hurley, do.; John Connolly, do.; Edward Clarkson, do.; Edward Carr, do.; David H. Serburne, second-class fireman; James Collins, do.; James Byers, do.; Patrick Reardon, do.; Henry Sumner, do.; Maurice Phelan, coal-heaver; Bernard Cassiday, do.; Thomas Hogan, do.; Thomas Doran, second master; C. B. Brunn, do.; William A. Munson, second gunner; George Crofts, do.; William Brown, seaman; Michael Rice, do.; John Williams, 1st, do.; William A. Davis, do.; Thomas Goggin, captain of hold; Carl Grandman, ordinary seaman; Edward Christenson, do.; John Walters, do.; Thomas Bailey, landsman; John Nee, do.; Stephen McDonald, do.; L. Johnson, second-class boy; Charles Drage, landsman; John Russell, do.; William Batten, do.; Edward Lewis, do.; Patrick McGovern, do.; Matthew T. Jackson, do.; Michael Dunn, do.; John Anderson, do.; E. A. Redding, do.; Samuel E. Seaman, do.; James T. Brace, do.; Francis Gallagher, do.; William H. Dunbar, do.; William Orange, do.; James Kohlay, do.; Dan. O'Brien, do.; Henry Dobson, wardroom cook; Harry Read, paymaster's steward; Benjamin S. Birdsall, doctor's steward; James Hagan, boatswain's mate on board the Home; William R. Nongle.

Missing.—Thomas Piper, second master; John Scallen, landsman; ——— Buckley, do.; John Kerrigan, do.; John Carpenter, do.; Joshua Crogan, second-class boy; Charles F. Davis, first-class fireman; John Williams, 2d, landsman; Charles Wilson, master-at-arms; William H. Williamson, captain's cook; Christian Anderson, ship's cook; John Rutledge, landsman; Ralph Anderson, do.; James Gayhan, first-class fireman; Edward Mullen, second-class fireman; Michael Clines, coal-heaver; James Lenman, second-class fireman; Thomas Mee, first-class fireman; Robert Nugent, coal-heaver; George M. Leighton, first-class fireman; Thomas Stothers, do.; Stephen C. Newman, second-class fireman; Thomas Donaran, ordinary seaman; William G. Pike, do.; Thomas Dowlin, landsman; Thomas A. Mason, yeoman, (since dead.)

CAPSIZING OF BOATS ON CHARLESTON BAR.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 18, 1863.

SIR: I have to regret the loss of several men yesterday by drowning in the breakers of the bar. The boat of the Clover was incautiously put across the breakers, though previously warned against doing so, and capsized. The boat of the Mangham, which had just crossed, going out, put back and picked up the boat's crew, but by some unexplained cause lost the plug, was filled and swamped. Two tugs sent boats to the rescue, and were also capsized. So that in a brief space twenty-four officers and men were adrift in a sea breaking heavily. By this time my own barge reached the spot and picked up fifteen officers and men. Two were picked up by the Sanford's boat. One officer and five men were not rescued, and must have been drowned. Such accidents are always painful, and yet they are a part of the necessary experiences that our present duties and the season entail. The winter time is now upon us, and our good people cannot be aware of the hardships that follow close watches, by day and night, of a rebel enemy, who is rendered almost desperate.

I would also take the occasion to note the value of a well-modelled boat. My barge, with a crew of thirteen men, was able to bring off with safety fifteen comrades who might otherwise have perished. Some of the boats of late build have the defect of not being high enough in the gunwale, and the row-locks, instead of being framed in, as formerly, are of metal, and liable to be unshipped in a surf at a critical moment. I hope that no more such will be sent here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

P. S.—Since writing the above, two bodies have come ashore and have been interred.

I transmit a list of the boats' crews that were capsized.

List of boats' crews capsized December 17, 1863.

George Mangham.—John Collins, jr., acting master, commanding; J. G. Holland, assistant paymaster; Edwin J. Thomas, cockswain; Joseph H. Ternald, ordinary seaman; James Kelly, ordinary seaman; Michael Deasey, ordinary seaman; John Leonard, landsman.

Geranium.—Stewart D. Lee, acting master's mate; James Norton, boatswain's mate; George Bouger, captain of hold; John Dunne, ship's cook; George Russell, boy, lost.

Clover.—Thomas H. Davis, acting master's mate, lost; William Miller, seaman, lost; J. Steele, ordinary seaman, lost; William Dalton, landsman; William Jackson, landsman.

Oleander.—A. B. Bashford, acting ensign; Frank Brown, landsman, lost, body recovered; Benjamin Brown, landsman, lost; Kit Jenkins, landsman; Manuel White, landsman; Toby Howard, landsman.

Total in boats, 23; survivors, 17; lost, 6—5 men and 1 officer.

ATTACK ON THE UNITED STATES STEAMER MARBLEHEAD IN STONO RIVER.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, December 27, 1863.

SIR: I enclose herewith reports in relation to an attack made by the rebels upon the Marblehead, (Christmas morning,) lying in Stono, which was repulsed by the Marblehead, Pawnee, and schooner Williams.

It will be seen that Lieutenant Commander Meade acted with promptness and vigor, and that the whole defence was highly creditable. I beg leave to indorse the recommendations made in his report.

The casualties of the Marblehead were three men killed—Robert Brown, Lorenzo D. Snow, Joseph Phillips; and four wounded—Charles Moore, Alexander Henderson, John Hackett, and Charles Semmes.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander George B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,
Off Legareville, S. C., December 25, 1863.

ADMIRAL: I have the honor to submit the following report of the action of to-day with the batteries on John's island, in which all the naval force was engaged.

At 6.20 a. m. a sharp fire from several batteries was opened on the Marblehead, Lieutenant Commander R. W. Meade, jr., commanding, at distances from 800 to 1,200 yards, to which she replied quickly and most vigorously.

I have already transmitted the report of Lieutenant Commander Meade, as also that of the surgeon.

At 6.25 this ship got under way, and at 6.35 opened fire on the rebel batteries from the 100-pounder rifle and her starboard battery; and taking an enfilading position near the mouth of the Keowah, we dropped anchor, swang around to the tide, and opened a rapid fire from her port battery.

At 7 the C. P. Williams, Acting Master S. N. Freeman, commanding, under her energetic and skilful commander, had, immediately on hearing the enemy's guns, slipped her cable and came down the Folly river under sail, and opened fire handsomely. Acting Master Freeman's report is herewith transmitted.

The rapid fire from the three vessels engaged soon caused the enemy to retreat. On discovering this, I weighed anchor and directed Acting Master Freeman to work up to Legareville, and to keep up a fire from his guns. At 7.30 the enemy had retreated in disorder, leaving two guns in the batteries. I proceeded in the Pawnee off Legareville, receiving the verbal report of Lieutenant Commander Meade as to his loss in killed and wounded, and the damages to his vessel.

I desire to bear my testimony to the skill and bravery of Lieutenant Commander Meade, who, under a sharp fire, worked his battery in a most rapid manner, and handled his vessel admirably.

Acting Master S. N. Freeman, commanding the C. P. Williams, who, though in a sailing vessel, and stationed four and a half miles from the scene of action, slipped his cable, coming down under sail, and handsomely participated in the engagement.

My officers and crew merit my warm commendation for their coolness and good gunnery, and I take pride in thus testifying to their usual bearing in presence of the enemy; and I deem it but an act of justice to state that I am indebted to Lieutenant John W. Phillips for his zeal and ability in the discharge of his duties.

Soon after anchoring at Legareville, General Gordon, commanding the troops at the south end of Folly island, came up the river, and after ascertaining that the rebel shells had done no harm to the troops in Legareville, came on board and offered, if I would cover the advance, to send an infantry force and endeavor to bring off the guns which the enemy had left. I of course agreed to this proposal, and the troops advanced, found two guns, one dying rebel, six dead horses, intrenching tools, knapsacks, &c., and everything denoting that the enemy had made a precipitate retreat.

Whilst the troops were engaged in making the reconnoissance, I sent Acting Master Champion and Acting Master's Mate J. G. Bache, by one of the creeks, to ascertain if it were possible to get the guns off by water. General Gordon informed me of the result of the reconnoissance, which is substantially as stated above, and that it was impossible to get the guns off by the troops on account of the difficulty of transporting them, the enemy lying in heavy force in sight, and night coming on. He directed the officer in command, by signal from this ship, to disable the guns and fall back.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron, off Morris Island, S. C.

Additional report of Commander G. B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,

Off Legareville, S. C., December 25, 1863.

ADMIRAL: The enemy opened fire this morning at six on the Marblehead; she lost three killed and four wounded.

The Pawnee and C. P. Williams got under way instantly and proceeded into cation, taking up an enfilading position, and the enemy retreated with four pieces. I enclose for your information Lieutenant Commander Meade's report, as also that of the surgeon. I enclose the expenditure of ammunition aboard the

Pawnee. I beg leave to state that, at General Gordon's request, I am here for the purpose of covering our troops, who will soon advance and endeavor to capture guns which we suppose the enemy have left.

Very respectfully, your obedient servant,

GEORGE B. BALCH,

Commander, and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron, off Morris Island, S. C.

Report of Lieutenant Commander R. W. Meade, jr.

UNITED STATES GUNBOAT MARBLEHEAD,

Off Legareville, Stono River, S. C., December 25, 1863.

ADMIRAL: I have the honor to report that the enemy on John's island opened fire on us at six o'clock this morning from two batteries of field and siege artillery posted advantageously in the woods. At the time the enemy opened fire the vessel had steam only on the port boiler, as the bad leak in the starboard one had rendered it necessary to haul the fires under that boiler.

We replied vigorously to the enemy, and slipping the cable, took a position nearer their guns; in which, after a sharp contest of an hour, the enemy retired in disorder, leaving one gun and caisson behind them. (It is reported that they abandoned two guns.) Both officers and men of this vessel behaved admirably, and though the vessel was struck over twenty times, and was much cut up aloft, on deck, and in personnel, stood to their guns until the enemy retired discomfited from theirs. I have to commend the gallantry and good service of Acting Ensign George F. Winslow and the officers of the two gun divisions.

William Farley, (boatswain's mate,) captain of the XI-inch gun, behaved in the most gallant manner, assisting his men, and keeping up a rapid and effective fire on the enemy. I trust you will take suitable notice of this man's conduct; he deserves the medal of honor. James Miller (quartermaster) behaved gallantly, and Joseph Bonden, (second master's mate,) a prisoner at large, behaved so well in the action that I am induced to hope that the department may overlook the grave offence for which he was tried by court-martial recently. Robert Blake, a contraband, excited my admiration by the cool and brave manner in which he served the rifle gun. The enemy's fire was very effective, and the vessel is badly cut up aloft (losing main topmast) and on deck; has several shots in the hull, and one or two in the foremast, and has lost three (3) men killed and four (4) wounded, one seriously. The surgeon's report is herewith enclosed. The report of ammunition expended is also enclosed, by which you will observe that a rapid fire was kept up. The loss of the enemy must have been very considerable at our short range, as the abandonment of their artillery proves. The Pawnee, which, when the action commenced, was at anchor in the inlet, took an enfilading position on the Keowah river, and by her fire contributed greatly in demoralizing the enemy and forcing him to retreat. The mortar-schooner also came down and joined in the action.

In conclusion, I have again to commend the good conduct of every one on board; their courage was so well displayed that the enemy, who had doubtless counted on disabling us, were forced to retire (without effecting their object) in confusion and ignominy.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,

Lieutenant Commander, U. S. N.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

Casualties on the Marblehead.

UNITED STATES GUNBOAT MARBLEHEAD,
Off Legareville, South Carolina, Dec. 25, 1863.

SIR: The following is a list of casualties received in action this morning:

Killed, three, viz:

Robert Brown, captain forecastle.

Lorenzo D. Snow, ordinary seaman.

Joseph Philips, ordinary seaman.

Wounded, four, viz:

Charles Moore, landsman, in scalp.

Charles Semmes, landsman, contusion of foot.

Alexander Henderson, landsman, contusion of thigh.

John Hackett, coal-heaver, seriously, in thigh.

Respectfully, &c.,

B. H. KIDDER,
Assistant Surgeon.

Lieut. Com. RICHARD W. MEADE, Jr.

Charles Moore, (landsman,) wounded in the action, returned to his quarters until so exhausted by loss of blood that he had to be taken below.

RICHARD W. MEADE, Jr.,
Lieutenant Commander.

Report of damages to Marblehead.

UNITED STATES STEAM GUNBOAT MARBLEHEAD,
Off Legareville, South Carolina, December 26, 1863.

ADMIRAL: I enclose herewith a list of the damages sustained by this vessel in the action of yesterday, which resulted in the utter defeat of the rebels. You will observe that the vessel has been badly cut up. Her foremast is wounded. She has twelve shots in the hull (one between wind and water;) eighteen shot struck in the upper works and aloft. We have one thirty-pounder shell which lodged in the steerage and did not explode, showing that the rebels had something heavier than mere field-pieces. The loss of the enemy it is, of course, impossible to ascertain, though, judging by subsequent results ascertained, it must have been heavy. We know that they abandoned on the field (as our troops ascertained) two twenty-four pounder guns and caissons, six dead horses, seventy-two shovels for intrenching purposes, one dead man, and a large number of knapsacks and accoutrements, indicating a rapid and disordered flight.

I think we have every reason to believe that they were punished severely. Our fire was most rapid and effective. Fortunately, only two days ago I received a new set of trucks for eleven-inch gun, and it worked admirably. The action was fought within a range of eight hundred yards until the enemy flinched from his guns. The executive officer particularly commends the good conduct and bravery of Wendill Lennan, (boat swain's mate,) and Samuel Pearce, (messenger boy.) Where all behave well, it is almost impossible to particularize. I can only say that, under God, to the bravery of the officers and men of the Marblehead is owing a result so highly creditable to the navy.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Com'dg S. A. B. Fleet, off Charleston, South Carolina.

[Indorsement.]

Forwarded. And I deem it but proper to testify to my satisfaction in ascribing all due credit to the Almighty; but I must, in justice to the efficient service rendered by the Pawnee and C. P. Williams, dissent from this claim of the Marblehead, which vessel, however well she may have done her duty, as she undoubtedly did, cannot lay sole claim to such "a result so highly creditable to the navy," especially as it was observed that the enemy's fire did not cease or diminish until the Pawnee and C. P. Williams got into position; and to the combined effect of the three vessels engaged, an undoubted claim may be laid as highly creditable to the navy.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander, and Senior Officer present.

Report of Acting Master S. N. Freeman.

UNITED STATES SCHOONER C. P. WILLIAMS,
Stono River, December 27, 1863.

SIR: On the morning of the 25th of December, at 6.20 a. m., the officer of the deck reported the enemy had opened fire on the Pawnee and Marblehead who were lying in the Stono river, opposite Legareville. I could not see them at the time, as it was scarcely light and the atmosphere hazy. I immediately gave the order to slip cable, made sail, and proceeded with all possible despatch to the scene of action. At 6.55 a. m., when within range, I opened fire on the enemy, at the same time bearing down on the Pawnee to receive my orders from Commander Balch, senior officer present. He said that the enemy had commenced a retreat, and ordered me to work my vessel up the Stono, and to use my guns to the best advantage on the enemy. This order I executed to the best of my ability and with all the despatch possible with a sailing vessel in a narrow reach, and using my guns as directed by senior officer, Commander Balch. About half past eight or nine a. m. I came alongside the Pawnee, and was ordered by Commander Balch to drop astern, within hailing distance and anchor. I subsequently received orders from him to open a slow fire with my mortar on a piece of woods from which the enemy had retreated; on this I expended twenty shells, all of which exploded. The conduct of my officers and men was very satisfactory to me—they paying strict attention to their respective duties and performing them with alacrity. I enclose the ex-officer's report of the firing.

Very respectfully, your obedient servant,

S. N. FREEMAN,
Acting Master, Commanding.

Commander G. B. BALCH,
Senior Officer present, Stono River, South Carolina.

Additional report of Lieutenant Commander R. W. Meade, jr.

UNITED STATES STEAM GUNBOAT MARBLEHEAD,
Off Legareville, December 28, 1863.

SIR: In obedience to your verbal order of this date, I have the honor to report the result of the expedition, under my command, sent to capture and bring off the guns abandoned by the enemy in the action of the 25th instant, I had previously, by order, made a reconnoissance of the ground, and had ascertained the feasibility of the project.

The expedition consisted of three boats, three officers, and 50 men from the Pawnee; four boats, four officers, and 20 men from this vessel, and one officer and 12 men from the C. P. Williams—total, eight boats, eight officers and 82 men, of which 22 were marines, under Sergeant W. Fredrickson, of the Pawnee. A rough plan of the ground and of the rebel earthworks is herewith enclosed. They are field-works of great strength, and the loss of the enemy must have been great to have caused their abandonment.

Upon reaching the earthworks near the bayou, which flows southwestwardly of Legareville, I directed Acting Ensign Moore to take the men of the Pawnee, get the nearest gun into the Pawnee's cutter, and destroy the carriages, and then to come to the assistance of the rest of the expedition. I have to commend this officer for the celerity and efficiency with which he performed his work.

With the remainder of the men I proceeded half a mile to the northward, to the other two rebel works. The marines were thrown out well in advance as pickets to prevent surprise. The gun in the most northern work being dismounted, it proved an *immense labor* to raise it, and lash it on the siege carriage; the trail of the carriage was then lifted by the main force of the 30 men *on to* the 12-pounder howitzer carriage brought for the purpose, and lashed there; a rude wagon was thus formed.

It being impossible to drag the gun through the marsh, (knee deep in stiff mud,) which was the way we came, a detour over a mile was necessary; plank was laid along the edge of the marsh, and the gun was hauled with great exertion to the bayou, and gotten into the Marblehead's launch. Mr. Moore having finished his part of the work, came gallantly to our assistance, and it required the united force of the whole expedition, except the marines and boat-keepers, to drag the guns to the bayou. The carriages and rest of the equipage was tumbled down the embankment into the deep stream.

Nothing of importance was left behind. The expedition was a perfect success; the boats entered the creek 10 minutes past 2 p. m., and shoved off with the guns (2 8-inch howitzers, weighing about 3,000 pounds each) at 4 p. m. The conduct of officers and men was everything to be desired. Volunteers for the work, they vied with each other in zeal and labored with a will. The navy has reason to be proud of such men. I have the honor to commend the coolness and good service of Ensign Henry Glass, (signal officer;) Acting Ensign Thomas Moore, and Acting Master's Mate J. G. Bache, of the Pawnee, rendered most efficient service. Acting Ensign G. A. Harriman, Assistant Surgeon B. H. Kidder, 3d Assistant Engineer A. P. Sutherland, and Assistant Paymaster James Winter, all volunteers from the Marblehead, and Acting Ensign J. Cochrane, of the C. P. Williams, also rendered efficient service. These gentlemen cannot be too highly commended. The conduct of the blue jackets, and especially of the marines, was excellent.

After the destruction of the enemy's property was complete, and not until then, was the order given to fall back on the boats. The expedition returned in good order, and the rebels can boast two guns less than they had December 24, 1863.

From the 8-inch gun brought to the Marblehead, and which was loaded, a cylinder conical projectile, (with soft metal case,) weighing 100 pounds, was drawn. Both shells and fuze I have preserved for the Bureau of Ordnance.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,

Lieut. Com. U. S. Navy, Commanding Marblehead.

Commander G. B. BALCH,

Com'dg U. S. S. Pawnee, and Senior Officer in Stono, S. C.

Approved and forwarded.

GEORGE B. BALCH,

Commander, and Senior Officer present.

Additional report of Lieutenant Commander R. W. Meade, jr.

UNITED STATES STEAM GUNBOAT MARBLEHEAD,

Stono River, December 30, 1863.

ADMIRAL: My report of the 26th stated that the guns abandoned by the rebels in the action of the 25th were 24-pounder guns. This statement was based upon information derived from General Gordon. Since that report was handed to Commander Balch to forward, an expedition under my command captured and brought off the guns. They proved to be 8-inch sea-coast howitzers, weighing 2,650 pounds each, and throw shot of 69.5 pounds weight. I request that this correction may be made in my report of 26th instant.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,

Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Fleet.

SERVICES OF THE IRON-CLADS BEFORE CHARLESTON.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, January 28, 1864.

SIR: Conformably to the wishes of the department, I submit the following review of the services of the monitors while under my command; and as some knowledge of the circumstances under which they have been tested may afford a better appreciation of their qualities, I shall briefly narrate some of the leading events in which they have participated during the operations at this place.

On the 6th July Rear-Admiral DuPont delivered to me the command of the naval forces occupying the coast of South Carolina, Georgia, and part of Florida; they embraced seventy (70) vessels of all classes, and were distributed at various points along an extent of more than three hundred miles. There was no concentration, the purpose being rather to distribute the vessels in order to enforce an efficient blockade.

Of the iron-clads, the Ironsides was off Charleston bar, two monitors were at Edisto, one at Stono, three at Port Royal, and one at Ossabaw.

The orders of the department (June 24, 1863) only directed me to assume the command; they went no further, nor was there need that they should. There was an enemy in front, and it was my duty to compel him to obedience, so far as my means permitted. On the day that I arrived, an interview occurred

with General Gillmore, in which the details for a descent on Morris island were arranged to commence on the Wednesday following, but which were postponed first to Thursday and then to Friday, in order to allow General Gillmore to perfect his arrangements.

In the absence of specific instructions, I was obliged to assume the responsibility of action, which the department was advised of.

The naval part of the operations consisted of—

1. In assembling the iron-clads at the Charleston bar, so as to cross at early daylight on the day named, to cover the attack of the troops, to prevent the arrival of re-enforcements during that attack, and to engage the rebel batteries, particularly Fort Wagner.

2. To furnish a convoy for the column that was to ascend to Stono, cover its landing, and shell James's island.

3. To guard the depots of the army at Hilton Head and at Seabrook during the withdrawal of the troops concentrated on Folly island. I should here state that Mr. Ericsson had decided to increase the thicknesses of the pilot-houses of all the monitors and add heavy circles of metal to the bases of the turrets and pilot-houses.

The three at Port Royal were already in hand for this purpose, and some progress had been made. A part of my preparation consisted in putting a stop to the work, and having the vessels fitted temporarily for service.

This was effected in season, and before daylight of the 9th of July the monitors were off the bar, ready to pass in at the first sign of movement by the United States batteries on Folly island.

The plan was to open from the masked batteries on the north end of Folly island, cross the bar with the monitors, and enfilade the rebel position on the eminences of Morris island, while the troops were to cross the narrow inlet which divides Morris island from Folly island when the proper moment arrived.

The obscurity of the night still rested on land and sea when I went on board the Catskill, (July 10,) and not a symptom of preparation on shore was visible to us.

It was important that the monitors should not by their appearance give any intimation of what was meditated by being seen on the bar until the details ashore were completed; so I waited the first fire of the batteries. This was not long coming, and I led with my flag in the Catskill, followed by Captains Fairfax, Downes, and Colhoun, in the Montauk, Nahant, and Weehawken. Steering for the wreck of the Keokuk, and passing it, the monitors were laid in line about parallel to the land, opposite the southern eminences of Morris island, and poured in a steady fire among the rebel garrison, who were there posted, making a feeble and ineffectual return to the storm of shot and shell that came upon their front and flank. I could see plainly the great confusion into which they were thrown by this sudden and overwhelming onslaught. It was a complete surprise, both as to time and to power developed.

The monitors were run in as close as the shoal waters permitted, so that the shells from our own batteries on Folly island passed close ahead of and at times over some of them.

About 8 o'clock a body of men were seen coming over the low sand beach of Morris island, and while hesitating whether to treat them to some volleys of grape, the sight of the Union flag* told who they were. They composed the brigade which had been brought from the Folly river by the boats of the squadron under Lieutenant Commander Bunce and Lieutenant Mackenzie.

I paused for a moment to observe the gradual accumulation of our men in masses, and their advancing movement; then pushed forward to accelerate with our enfilading fire the retreat of the rebels.

* The first planted on Morris island by Lieutenant Robeson.

The sight was now of great interest. Our own troops could be seen taking possession of the sand hills where the enemy had rested the sole defence of this end of the island, while some battalions were moving along the beach. The defeated rebels were hurriedly making way along the low, flat land north of their position, and some two or three detached dwellings were in flames, while the monitors skirting the shore maintained a steady fire on the retreat. Presently they reached Fort Wagner, and here we were advised that our advance was checked, at least for the day, though it was but 9 o'clock. The discomfited rebels were safe in the work, and our own men halted at a reasonable distance from it.

The monitor with my flag was now anchored as near the beach as the depth of water permitted, (twelve hundred yards,) and the other monitors in line to the southward. A steady fire was begun about 9.30—the fort replying briskly—and maintained through the day, except the dinner hour, until six in the evening; then I retired and anchored lower down.

Next morning before six o'clock the flag-lieutenant reported to me that an assault had been made at daybreak by our troops and failed, and about nine o'clock I had a note in pencil from the general, saying: "We attempted to carry Fort Wagner by assault this morning and reached the parapet, but the men recoiled and fell back with slight loss."

It is known *now* that re-enforcements had been hurried to the island by the rebels, and had entered the work about midnight.

I had no notice whatever of the general's intent, and could, therefore, render no aid in time.

Here ended the first part of the enterprise against Morris island. It had been in all respects a surprise, and so complete that the rebels do not seem to have had any idea of it until the day before; and it is not certain they were then aware of the scale on which it was to be conducted.

Had a work like Wagner crowned the sand hills of the south end, we could not have established our position on the island—even a surprise would probably have been out of the question. But there were to be no more surprises—the undertaking was to be completed only by hard work patiently endured in the trenches, and by batteries ashore and afloat.

The general now decided to make a second assault in force, and to cover it by some light batteries established at distances varying from one thousand to seventeen hundred yards.

While the preparations for this design were going on the monitors were daily at work to occupy the attention of Wagner and keep down its fire—the gunboats assisting at long range.

On the 18th July, all being ready, about noon I led up in the Montauk, followed by four monitors and the Ironsides, anchored at twelve hundred yards, as near as the state of the tide would permit, and opened fire—the gunboats firing at a greater distance, and the shore batteries also in action.

As the tide rose the Montauk gradually closed in, until at seven o'clock she was about three hundred yards from Wagner, when I ordered grape to be used. Unable to endure the fire of the vessels the guns of the fort were now silent, and not a man was to be seen.

About sunset a note in pencil from General Gillmore announced his intention to assault, but it was quite dark before the column reached the work. The fire of the vessels was continued so long as it was safe for our own men ashore, but ceased when the darkness made it impossible to distinguish friend from foe. The rattle of musketry soon made known the commencement of the assault, and continued with little intermission until 9.30, when it ceased, and then came the painful tidings of our defeat.

This was the end of the second part of the operation, and proved that the work was too strong and too pertinaciously defended to be taken by any off-

hand blow. The slow and laborious operation by trench and cannon only were capable of reducing it.

And here I may remark, that in this necessity is to be found a principal cause for the delay in reaching Charleston that subsequently ensued. It was no doubt unavoidable, for it is to be presumed that no more troops could *then* be spared from the main armies. If there had been sufficient to make such an assault as would have overpowered all opposition, Wagner might have been carried at the first assault, Gregg would have yielded immediately, Sumter would soon have followed as a matter of course, and the iron-clads, untouched by severe and continued battering, would have been in condition to come quickly in contact with the then imperfect interior defences.

The rebel movements clearly indicate that they admitted the impracticability of defending Morris island, and consequently Sumter, after our position on it was fully established and covered by the iron-clads. They only sought to hold the island long enough to replace Sumter by an interior position; hence, every day of defence by Wagner was vital to that of Charleston.

This policy was successful for two months, (10th July to 7th September,) and gave time to convert Fort Johnson from a forlorn old fort into a powerful earthwork—improved by the experiences of Wagner. Moultrie received similar advantages, and most of the cannon of Sumter were divided between Johnson and Moultrie. Batteries were established along the south shore of the channel from Johnson towards the city; and thus an interior defence was completed which, though it separated more widely the salient and principal works of the defence, by substituting Johnson for Sumter, yet rendered access to the upper harbor far more difficult, because a more powerful fire was concentrated from additional batteries upon vessels attempting to enter.

And thus it was that, even after Morris island was evacuated and Sumter dismantled, the fleet must still pass the fire of Moultrie and Bee to find itself in presence of a formidable earthwork, supported by continuous batteries, and commanding obstructions more difficult than any between Sumter and Moultrie.

The real nature of these obstructions was not suspected until the winter freshets had broken away and floated into our hands a fair specimen of them, which were certainly far more formidable than had been anticipated.

So well do the rebels keep their counsel that the best-informed refugees, who had been constantly engaged about the harbor, appeared to know as little about them as we did.

During the progress of the engineers towards Wagner the iron-clads played an important part, using their guns whenever an opportunity offered, as shown in the instances quoted on page 272. It may be readily conceived that, all things being equal, it was just as easy for the rebels to have worked towards our position as it was for our troops to work towards theirs. But there was a serious difference in the fact that the cannon of the iron-clads, and also of the gunboats, completely enfiladed the entire width of the narrow island, and absolutely interdicted any operation of the kind on the part of the rebels. In addition, whenever their fire was bearing severely on our own workmen, a request from the general always drew the fire of the vessels; and I do not know that it failed to be effective in any instance.

As a consequence the rebels were restricted to Wagner, and were powerless to hinder the progress of the trenches that were at last carried into the very ditch of the work, and decided its evacuation without assault.

The day before the contemplated assault, I led in the iron-clads in force, as agreed on, and battered the fort all day, tearing it into a sand heap.

The next morning it was to have been stormed, but the enemy had fled: they foresaw the inevitable result.

The vessels thus shared fully with the army in the operation that led to the abandonment of the works on Morris island, and besides what is already men-

tioned, prevented the access of re-enforcements or their accumulation between Wagner and Gregg.

The boats of the squadron were also engaged on picket duty by night along the sea-shore of Morris island, and the little stream on its inner border.

A detachment of seamen and marines, under Captain Parker, participated in the practice of the batteries at Fort Sumter, by working four navy rifle cannons, landed for the purpose.

The duties of the iron-clads were not performed under idle batteries. The guns of Wagner never failed to open on them, and fired until their crews were driven, by those of our iron-clads, to take shelter in the bomb-proofs. One of these cannon, a 10-inch, left deep dents on every turret, that will not easily be effaced.

The operations of the iron-clads against Morris island were appropriately closed by a severe contest with Fort Moultrie, Batteries Bee, Beauregard, &c., to relieve the Weehawken, which had grounded under their fire, and was finally got off with some severe injuries, owing to the falling tide having exposed the hull under the overhang.

There were other occasions when severe conflicts occurred with the rebel works on Sullivan's island.

And besides the principal attacks in force, there were few days from the first attack on Morris island (July 10) to its evacuation (September 7) that some iron-clads or gunboats were not engaged in firing at the enemy's works, so as to facilitate the labor of our troops ashore, as will be perceived by the following sample from the record :

Date.	Object.	Vessels engaged.
1863.		
July 18	Assault on Wagner	Montauk, (flag,) Ironsides, Catskill, Nantucket, Weehawken, Patapsco; gunboats Paul Jones, Ottawa, Seneca, Chippewa, Wissahickon.
July 22	Wagner.....	Nantucket, Ottawa, (gunboat.)
July 24	Wagner, to cover advance	Weehawken, (flag,) Ironsides, Catskill, Montauk, Patapsco, Nantucket; gunboats Paul Jones, Seneca, Ottawa, Dai Ching.
July 25	Wagner.....	Gunboats Ottawa, Dai Ching, Paul Jones.
July 28	Wagner.....	Weehawken, Catskill, Ottawa, (gunboat.)
July 29	Wagner.....	Ironsides, Patapsco.
July 30	Wagner.....	Ironsides, Catskill, Patapsco, Ottawa, (gunboat.)
July 31	Rebel batteries on Morris island.	Ottawa, (gunboat.)
Aug. 1	Wagner.....	Montauk, Patapsco, Catskill, Weehawken, Passaic, Nahant, Marblehead, (gunboat.)
Aug. 2	Wagner.....	Ottawa, Marblehead, (gunboats.)
Aug. 4	Wagner.....	Montauk, Marblehead, (gunboat.)
Aug. 6	Wagner.....	Marblehead, (gunboat.)
Aug. 8	Wagner.....	Ottawa, Marblehead, Mahaska, (gunboats.)
Aug. 11	Wagner and vicinity	Patapsco, Catskill.
Aug. 13	Rebel batteries on Morris island.	Gunboats Dai-Ching, Ottawa, Mahaska, Wissahickon, Racer.
Aug. 14	Rebel batteries on Morris island.	Gunboats Wissahickon, Mahaska, Ottawa, Dai Ching, Racer, Dan. Smith.
Aug. 15	Wagner.....	Mortar-boats Racer, Dan. Smith.
Aug. 17	Rebel batteries on Morris island, to direct fire from our batteries which opened on Sumter.	Weehawken, Ironsides, Montauk, Nahant, Catskill, Passaic, Patapsco; gunboats Canandaigua, Mahaska, Ottawa, Cimarron, Wissahickon, Dai-Ching, Lodona.
Aug. 18	Wagner, to prevent assault.....	Ironsides, Passaic, Weehawken; gunboats Wissahickon, Mahaska, Dai Ching, Ottawa, Lodona.
Aug. 19	Wagner.....	Ironsides.
Aug. 20	Rebel batteries on Morris island.	Ironsides; gunboats Mahaska, Ottawa, Dai Ching, Lodona.

Date.	Object.	Vessels engaged.
1863.		
Aug. 21	Sumter and Wagner	Ironsides, Patapsco; gunboats Mahaska, Dai Ching.
Aug. 22	Wagner.....	Weehawken, Ironsides; gunboat Montauk.
Aug. 23	Sumter	Weehawken, Montauk, Passaic, Patapsco, Nahant.
Sept. 1	Sumter and obstructions.....	Weehawken, Montauk, Passaic, Patapsco, Nahant, Lehigh.
Sept. 5	Between Sumter and Gregg....	Lehigh, Nahant.
Sept. 6	Wagner and Gregg.....	Ironsides, Weehawken, Montauk, Passaic, Patapsco, Nahant, Lehigh.
Sept. 7	Batteries on Sullivan's island...	Ironsides, Patapsco, Lehigh, Nahant, Montauk Weehawken, (ashore.)
Sept. 8	Batteries on Sullivan's island...	Ironsides, Patapsco, Lehigh, Nahant, Montauk Weehawken, (ashore.)

I shall now briefly comment on the various qualities of the monitors.

- 1st. Capacity for resistance.
- 2d. Power of ordnance.
- 3d. Draught of water.
- 4th. Speed.
- 5th. Number of crew.

1st. *Endurance*.—During the operations against Morris island the nine iron-clads fired eight thousand projectiles, and received eight hundred and eighty-two (882) hits. Including the service at Sumter in April and the Ogechee, the total number was eleven hundred and ninety-four (1,194,) distributed as follows :

Service of iron-clads. South Atlantic blockading squadron. Shots fired and hits received by them during operations against Morris island.

Vessels.	No. of shots fired.		Hits.	Hits April 7, 1863.	Hits at Ogechee.	Total hits.
	15-in.	11-in.				
Catskill.....	138	425	86	20		106
Montauk.....	301	478	154	14	46	214
Lehigh.....	41	28	36			36
Passaic.....	119	107	90	35	9	134
Nahant.....	170	276	69	36		105
Patapsco.....	178	230	96	47	1	144
Weehawken.....	264	633	134	53		187
Nantucket.....	44	155	53	51		104
Ironsides.....		4, 439	164			164
Total.....	1, 255	6, 771	882	256	56	1, 194

	No. of shots fired.	Weight of proj. fired, in tons.
By Ironsides.....	4, 439	288½
11-inch, by monitors.....	2, 332	151½
15-inch by monitors.....	1, 255	213½
Total.....	8, 026	653½

Of the eight monitors, one was always absent at Warsaw (Nahant or Nantucket) to blockade the rebel ram. The Lehigh did not arrive until August 30, therefore was only able to participate in the operations of the remaining seven days, but did good work.

For some time only five monitors were available for general attack, and then six, which was the greatest number disposable at any one time.

The consequences of the protracted firing and hard usage to which the monitors were exposed during these two months of incessant service, were unavoidably very considerable in the aggregate; and the greater, also, that all repair which could possibly be dispensed with was postponed to the conclusion. It was therefore necessarily extensive when entered upon. The battering received was without precedent. The Montauk had been struck two hundred and fourteen (214) times; the Weehawken one hundred and eighty-seven (187) times, and almost entirely by 10-inch shot. What vessels have ever been subjected to such a test?

It is not surprising that they should need considerable repair after sustaining such severe pounding for so long a time, but only that they could be restored at all to serviceable condition. The force of the 10-inch shot must be experienced to be appreciated. Any one in contact with the part of the turret struck falls senseless, and I have been nearly shaken off my feet in the pilot-house when engaging Moultrie.

All the little defects of detail were marked by such a searching process. Decks were cut through; cannon were worn out; side armor shaken; tops of pilot-houses crushed, &c. But all these were reparable, and no vital principle was seriously touched.

With such workshops and means as a northern navy yard includes, the repair of all monitors would have been speedily executed; but when machinery, tools, labor, and material have all to be obtained, as they were here, from a great distance, there was of necessity considerable delay; and, moreover, it was not admissible to withdraw but a portion of the monitors at a time from the blockade.

The additions that were deemed advisable for strengthening the pilot-houses and turrets were also put on at this time, and the bottoms cleaned, for they had now become so foul with oysters and grass that the speed was reduced to three or three and a half knots, and, with the strong tide of this harbor, added considerably to the difficulties of working the vessels properly under fire.

On one night I was caught by heavy weather from the southeast while close up to Sumter, when I had gone to attack it, and it was well that the darkness of the night prevented the slowness of our motion from being perceived while extricating the monitors from their position.

Power of ordnance.—Each turret contains two guns, and from the peculiar facility which it has for giving direction to the heaviest ordnance, no doubt, arises the desire to make these of the heaviest description. How far other considerations should control the character of the ordnance is necessarily an unsettled question.

To strike an armored ship it may be best to use a gun capable of the greatest power; but whether this shall be derived from a projectile of great weight, driven by low velocity, or of less weight, and high velocity; whether it shall be a fifteen-inch gun, fired with thirty-five or forty pounds, or a thirteen-inch, fired with fifty pounds of powder, is not here material; the weight of the gun for either purpose will not vary to any important degree. But in operations against earth works, whose material cannot be damaged permanently, but only disturbed and which are only to be dealt with by keeping down their fire, a much lighter projectile would be preferable, in order that the practice may be as rapid as possible. Hence a piece of 16,000 pounds for ten-inch or eleven-inch shot and shell.

When a number of monitors are brought together it would be better also to have guns of like kind in each turret, and bring into action whichever might be preferable. Each of the monitors of this squadron had a fifteen-inch and a smaller gun, (eleven-inch or eight-inch rifle,) and hence the rapidity of fire, which was most desirable, was not attained. That this was due to the calibre of the gun, and not to its being located in a turret, may be shown by one notable instance.

November 9, 1863, the Montauk, Captain Davis, was engaged in battering Sumter. In so doing, the eleven-inch gun fired twenty-five shells successively in one hour, of which twenty-one hit the wall of the fort aimed at—distance sixteen hundred yards. This is at the rate of one shell in 2.4 minutes, which is not only rapid but also exceedingly accurate practice. There is no reason why another eleven-inch, if placed in the adjoining carriage, (instead of the fifteen-inch,) could not have been fired in the same time, at which rate that monitor would have delivered an eleven-inch shell every 1.2 minute.

The rates of fire reported for the Ironsides, by Captain Rowan, are—

	Time, h. m.	No. fired.	Time for each fire. m.
Most rapid	0.50	25	1.74
Continuous	2.55	490	2.86
Assumed	1.00	360	1.33
Montauk	1.00	25	2.40

It will be perceived that for a short space of time the frigate delivered a shell from each gun in 1.74 minute, for three hours in 2.86 minutes, and it is believed that a fire could be sustained at the rate of 1.33 minute. The last rate is therefore possible, but I am sure it would be difficult to sustain it long with much regard to good aim and considerable distances; and I believe, on the whole, that for every practical purpose there would be all desirable rapidity of fire from the eleven-inch in turret. Thus it is to be presumed that there will be equality of ordnance power in the same number of eleven-inch guns as to rapidity of fire, whether in a turret or broadside.

Draught of water.—The monitors of the Passaic class draw about eleven and a half ($11\frac{1}{2}$) feet of water when properly trimmed. On this coast ten and eleven feet is the most convenient draught of water for penetrating all the principal sounds and rivers and navigating them to any extent. A greater draught restricts a vessel in movement, and in many instances excludes her from several ports, except under very favorable circumstances.

Speed.—The speed of the monitors is not great, (seven knots,) but it is quite respectable with a clean bottom, and is fully equal to that of the Ironsides. Their steerage is peculiar, but when understood and rightfully managed, not difficult of control. They pivot with celerity and in less space than almost any other class of vessel.

Number of men.—The number of men required to work them and the guns is only eighty, which is very moderate.

In common with all iron-clads, the scope of vision is much restricted, for the plain reason that in such vessels apertures of any size must be avoided. There are some other defects, but they are not inherent, and it is believed are susceptible of being remedied wholly or in part. So much for the monitors.

The Ironsides is a fine, powerful ship. Her armor has stood heavy battering very well, and her broadside of seven eleven-inch guns and one eight-inch rifle has always told with signal effect when opened on the enemy. Draught of water about $15\frac{1}{2}$ to 16 feet. Speed six to seven knots, and crew about four hundred and forty men.

The defects of the vessel are the unplated ends, which are consequently easily damaged by a raking fire, and involve the rudder and screw more or less, while

she can return no fire in either direction. This was particularly and frequently inconvenient in attacking the works on Morris island, for at certain stages of the tide vessels tail nearly across the channel, and present bow and stern to the beach of Morris island, so that sometimes it was necessary to delay placing the vessel in position, and at others she would swing around very awkwardly when engaged.

The monitors, on the other hand, were almost equally well defended on all sides, and could fire in any direction. The Ironsides was also open to descending shot, and her scope of fire too much restricted by badly placed ports.

The desire for comparison which rages just now can easily be satisfied by bringing the above data in juxtaposition.

Just as they are, the Ironsides is capable of a more rapid and concentrated fire, which, under the circumstances, made her guns more effective than the fifteen-inch of the monitors. On the other hand, she was restricted by draught to the mid-channel, was very vulnerable to a raking fire, and the direction of her own guns was very limited laterally.

The monitors could operate in most of the channels—could direct their fire around the whole circle—and were almost equally well defended on all sides.

The defects in both classes of vessels are susceptible of being remedied partially or entirely. The defence of the Ironsides could be made complete, and that of the monitors equally so. The armament of the monitors could be perfected so as to give all desirable rapidity of fire, but by no contrivance could the Ironsides be enabled to use much heavier guns than those mounted. Yet when such changes were made as experience has suggested, there still would remain to the monitors the lighter draught, choice of guns from the heaviest to the lightest, defensibility, and direction of fire around the whole circle; consequently the ability to carry a heavy battery into the least depth of water, with equal power of offence and defence in any direction, and that with half the number of guns carried in broadside by another vessel.

The comparison now made is to be understood as having relation to existing circumstances, and not at all intended as conclusive in regard to the general merits of iron-clads.

It is in this sense that the action of the Navy Department is to be considered with reference to the selection of one class of vessels over another.

It is evident that it was not designed to adopt any one style exclusively, for of the three vessels first ordered two were of the ordinary broadside class—the Ironsides and the Galena. The latter was quickly proved to be absolutely inefficient, and so must any armored steamer of that size. It is universally admitted that plates of less than four and a half ($4\frac{1}{2}$) inches cannot stand the shock of heavy projectiles, and vessels so armored must be of considerable tonnage.

I presume the department only intended to build such vessels as were best adapted to the service at the scene of war.

Keeping in view the peculiar exigencies of the case, which required light draught and great ordnance power, it appears that the selection of the department could not have been more judicious in preferring a number of monitors to operate from a heavy frigate as a base; and if the intent of the department could have been carried out in regard to numbers, we should now have been in entire possession of the coast from the capes of Virginia to New Orleans, including Wilmington, Charleston, Mobile, &c.

Many defects of both classes are easily remediable, but some of those in the monitors could only be determined by the test of battle; before that, approximation only was possible.

What other style of vessel could the department have chosen? Certainly

none that has been built by English or French naval authorities. The Warrior and her class are exceedingly powerful, but could not get within gunshot here.*

On the other hand, there is very little navigable water on this coast which is not accessible to the monitors. They command supremely all that is near the shore, and cannot themselves be reached by vessels of heavier draught. So that when there was some reason to apprehend the appearance of certain rams in this quarter, I assured the department that the iron-clads could maintain position so long as coal and provisions lasted.

It may appear that I speak too positively on the subject, but some experience with them certainly gives a right to do so. With a single exception I have been on board a monitor in all the principal actions, and the recurrence of casualties to the fleet captains† near me shows that I was in a situation to judge. I was once in the Ironsides in an attack on Moultrie and Sumter. I have also watched the behavior of the monitors at anchor through all the phases of winter weather in this exposed situation.

The completeness with which four little monitors, supported by an iron-clad frigate, have closed this port, is well worth noting.

Very soon after entering the roads I advanced one Monitor well up towards the inner debouches of the northern channels, supported by another. On the night of the 19th of July an English steamer attempted to run in, and having eluded the hot pursuit of the outside blockade, no doubt indulged in the belief that all danger was past. But the gallant Captain Rodgers was in advance that night with the Catskill, and a shell sent suddenly by him ahead of the culprit steamer signified no escape. In despair or alarm the latter grounded on a shoal, and her wreck has since served as a warning to like evil-doers. Two or three steamers that were in managed to get out immediately after, and one or two may have gotten in, for the crews of the monitors were often too fatigued then with a day's battle to keep watch at night; but there ended the business as such, and for several months not a vessel has passed in or out.

These four monitors, who thus keep watch and ward, muster eight (8) guns and three hundred and twenty (320) men, which is almost insignificant in contrast with the work done.

I have thus put on paper the general impressions now uppermost, but very hastily and under great pressure of business, which will, I hope, excuse such imperfections as may have inadvertently occurred.

With more leisure I could do full justice to this interesting subject.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, May 17, 1864.

SIR: I find that several omissions have occurred in my report to you on the iron-clads; they are handed to me just as the mail closes, and I have time only

* According to Rear-Admiral Paris, the French Gloria draws 28 feet; the British Warrior 26 feet; the Black Prince 23½ feet; even those of inferior class, Defence and Resistance, draw 24 feet. Not one of these vessels could cross the Charleston bar, and would be perfectly impotent to render the least service in any of the operations now being carried on.

† Captain George W. Rodgers was next ahead when killed off Wagner, and his successor, Captain Badger, had his leg broken by an iron splinter in the attack on Sumter.

to request that they may be inserted in the report of January 28, among the list of actions then given, and also published in the Army and Navy Journal which has published that report.

As my object was to show what the navy had done in this quarter, I am very glad to be able to extend the list. The loss of three fleet captains in succession—Captain Rodgers, killed in the Catskill; Captain Badger, wounded in an action with Moultrie, and Lieutenant Preston, taken prisoner in the assault on Sumter—necessarily deranged all the business of my command very much.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional list of actions in which the iron-clads were engaged with the rebel batteries in Charleston harbor while reducing Morris island.

Date.	Name.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863.				<i>Yards.</i>		
July 18	New Ironsides .	805	4	1,400	Fort Wagner ..	
July 20	do.....	168	13	1,300	do.....	
Aug. 23	do.....	90	4		do.....	Ship was under way; distance varied from 1,100 to 1,300 yds.
Sept. 2	do.....	41	7	1,000	Fort Gregg....	Hits from Gregg and Moultrie; ship at anchor.
Sept. 2	do.....	9		1,500	Fort Sumter...	
Sept. 5	do.....	488		1,300	Fort Wagner ..	
Sept. 5	do.....	32	1	1,800	Fort Gregg....	Hit from Gregg.

On July 29 the Passaic engaged Wagner, and on August 31 Moultrie. On September 8 the Passaic, (in a disabled condition,) Patapsco, Weehawken, and Nahant engaged Moultrie.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Report of Commodore S. C. Rowan.

UNITED STATES STEAMER NEW IRONSIDES,

Off Morris Island, May 13, 1864,

SIR: In obedience to your order of the 12th instant, I enclose herewith a tabular statement of various actions of this ship with the rebel fortifications of Charleston harbor, and

Have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Commanding.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron, Flag-Steamer Philadelphia.

Statement of firing by the United States steamer New Ironsides during her several engagements with the rebel fortifications in Charleston harbor.

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863.			<i>Yards.</i>		
July 18	805	4	1,400	Fort Wagner	At anchor.
20	168	13	1,300	do	Do.
24	464	5	1,200	do	Do.
29	183	2	1,200	do	Do.
29	25		2,500	Fort Sumter	50-pounder rifle on spar deck.
29	2		1,900	Fort Gregg	
30	329	2	1,800	do	At anchor.
30	1		2,250	Fort Sumter	50-pounder rifle on spar deck.
Aug. 17	400	31	900	Fort Wagner	Most of the hits were from 10-inch guns in Wagner and Gregg. At anchor.
17	30		1,700	Fort Gregg	
17	2		2,700	Fort Sumter	50-pounder rifle on spar deck.
18	118			Fort Wagner	Under way; distance varied from 1,200 to 1,400 yards.
19	50		1,100	do	At anchor.
20	158		1,150	do	Do.
20	2		3,400	Rebel steamer	50-pounder rifle on spar deck.
21	70	1	1,300	Fort Wagner	At anchor; hit from Sumter; XI-inch shot, solid.
22	115			do	Under way; distance varied from 1,100 to 1,300 yards.
23	90	4		do	Under way; distance varied from 1,100 to 1,300 yards.
Sept. 2*	41	7	1,000	Fort Gregg	The hits were from Gregg and Moultrie; ship at anchor.
2	9		1,500	Fort Sumter	
5	488		1,300	Fort Wagner	At anchor.
5	32	1	1,800	Fort Gregg	Hit from Gregg.
6	184		1,300	Fort Wagner	Firing to meridian.
6	38		1,300	do	At anchor; firing from meridian to sundown.
7†	152	24	1,200	Fort Moultrie	} These hits were from Sullivan's island batteries; at anchor.
8	483	70	1,200	do	

* Night attack.

† Night attack on Moultrie.

Respectfully submitted

S. C. ROWAN,
Commodore, Commanding.

Report of Lieutenant Commander E. Simpson.

UNITED STATES IRON-CLAD PASSAIC,
Off Morris Island, S. C., April 21, 1864.

SIR: In the Army and Navy Journal, of the 16th instant, there is published a review of the service of the "monitors," by Rear-Admiral J. A. Dahlgren. As this review does not give this vessel credit for the service performed by her, I respectfully ask your attention to the subject, in order that the statement may be corrected at the Navy Department.

On the 29th of July, 1863, this vessel went into action with Fort Wagner, followed by the Patapsco; the New Ironsides joined in the action also. The presence of the Passaic in this action is not mentioned in the review.

On the 31st of August, 1863, the most serious engagement for iron-clads that had taken place to that date occurred between Fort Moultrie on one side, and the monitors Patapsco, Weehawken, Passaic and Nahant on the other, the detachment being under command of Commander T. H. Stevens, commanding the Passaic.

The conflicts with Fort Wagner and Battery Gregg, on Morris island, each using two guns on the water face, were but trifling actions for iron-clads, but every collision with the batteries on Sullivan's island that has taken place by daylight has been formidable. This action of the 31st of August, 1863, was of such a character.

During the action the Passaic grounded about half a mile from Fort Moultrie, and was severely hammered by the fort before she floated off. This engagement is not mentioned in the review.

On the 8th of September, 1863, the most remarkable action between iron-clads and sand batteries was fought under command of Commodore S. C. Rowan, between the batteries on Sullivan's island, on one side, and the Ironsides, Patapsco, Lehigh, Passaic, Montauk, Nahant and Weehawken, (aground,) on the other. This action lasting for three hours, terminated in silencing the fire of the batteries on the island.

During this action the Passaic was at the head of the line, having received an order from the commodore, as she was going into action, to go well up and engage Battery Bee. In this action the Passaic was hit in fifty-one new places, which were easily counted after the action, and I have no doubt that she was actually struck oftener than I have reported. Strange as it may seem, the presence of the Passaic in this action is not mentioned in the review.

I feel especially concerned about the omission in reference to this vessel on the 8th of September, in consequence of the great efforts that were made on board to keep her in an effective condition.

This was very difficult to do in consequence of her turret having been jammed on the night of the 6th of September, which had caused the spindle and pilot-house to take up motion with the turret, thus disabling the steering gear. Ingenious expedients were adopted (of all of which Rear-Admiral Dahlgren has reports,) and the vessel was carried successfully into action notwithstanding her disabled condition.

After all these efforts to keep the vessel available, and after having endured the battering of those batteries on Sullivan's island for three hours, it is most disheartening to find that the presence of the vessel in the action is not mentioned in the review; and I respectfully request, in justice to my own reputation, as well as that of every officer and man on board of this vessel, that you will have this report corrected.

I feel, sir, that the service of this vessel has been underrated. It is patent to all the commanders of iron-clads in the fleet that the Passaic is more battered than any of them, in many cases showing three shot-marks to one; and I ask that justice may be done her by correcting at the Navy Department the errors that I have pointed out in the review of Rear-Admiral Dahlgren.

For further information I enclose a copy of statements of firing made to Rear-Admiral Dahlgren during the past nine months.

Very respectfully, your obedient servant,

E. SIMPSON,

Lieutenant Commander, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Statement of firings by United States iron-clad Passaic, Lieutenant Commander E. Simpson.

Date.	Rounds fired.	Hits by enemy.	Distance.	Object.	Remarks.
1863. July 29	XV-inch, 12 shells; XV-inch, 1 shot; 150-pounder, 9 shells; 150-pounder, 1 shot.	None	1,200 yards	Fort Wagner	Carried away cap square bolt of rifle.
Aug. 9	Rifled 150-pounder, 1 shell	None	1,200 yards	Battery Gregg	Returning fire of Bat'y Gregg while on picket duty.
Aug. 15	XV-inch, 2 shells; 150-pounder, 2 shells	None	1,200 yards	Black steamer and Battery Gregg	While on picket duty.
Aug. 17	XV-inch, 30 shells; 150-pounder, 9 shells	Thirteen	1,200 yards	Fort Wagner and Fort Sumter*	Engaged Wagner in forenoon, then engaged Sumter, and after dinner engaged Wagner again.
Aug. 18	XV-inch, 18 shells	Five	1,000 yards	Fort Wagner	Several bad hits, deck leading over bread-room.
Aug. 23	XV-inch, 9 shells; 150-pounder, 1 shell and 9 shot.	Five	750 yards	Fort Sumter	Shot from Sumter drove in a bolt of ring around wave of turret.
Aug. 31	XV-inch, 1 shell; 150-pounder, 9 shells	Nine	875 yards	Fort Moultrie	Three shots through; one of them over coal-bunkers, 20 inches by 9; the other two causing bad leaks on berth deck. Another bolt driven in from ring around wave of turret.
Sept. 1	XV-inch, 20 shells; 150-pounder, 20 shells and 6 chilled shot.	Seven	From 1,200 to 600 yards.	Fort Sumter	No bad hits, but side armor sprung apart 6 inches at the stern, caused by fouling a monitor.
Sept. 6 (a. m.)	XV-inch, 6 shells; 150-pounder, 9 shells	None	1,100 yards	Covered way between Wagner and Gregg.	No reply from the enemy.
Sept. 6 (p. m.)	XV-inch, 1 shell; 150-pounder, 1 shell	None		Obstructions	This firing was done on picket to prevent reinforcements coming to Wagner. In revolving turret the spindle and pilot-house torn up. Motion with the turret; turret, spindle, pilot-house revolving together.
Sept. 8	XV-inch, 19 shells; 150-pounder, 30 shells	Fifty-one	750 yards	Battery Bee, on Sullivan's island	Three new holes through the deck, and side armor badly injured in several places. Eleven hits on ring around base of turret; one of them at the base caused so much friction on deck-plate as to require 34 pounds of steam to revolve the turret. Twenty-nine new hits on turret.
Nov. 16 (a. m.)	XV-inch, 3 shells; 150-pounder, 31 shells	Three	1,500 yards	Fort Moultrie	Covering the Nahant and Montauk, towing off the Lehigh that was aground.
Nov. 16 (p. m.)	150-pounder, 3 shells	None	1,750 yards	Moultrie House	Trying to ignite Moultrie House.
1864. Feb. 2	XV-inch 3 shells; 150 pounder, 68 shells	None	2,356 yards	Blockade runner	Blockade runner aground off Fort Moultrie.
Feb. 3	150-pounder, 35 shells	None	2,356 yards	Blockade runner	Trying to destroy blockade runner off Fort Moultrie.

* Distance from Wagner 900 yards, from Sumter 2,000 yards.

DESTRUCTION OF BLOCKADE-RUNNING STEAMER PRESTO.

*Report of Rear-Admiral Dahlgren.*FLAG-STEAMER PHILADELPHIA,
Off Morris Island, February 3, 1864.

SIR : But a few days since I closed a long communication on the subject of iron-clads by a remark on the efficacy which they gave to the blockade here, and I stated therein that no vessel had gone in or passed out of Charleston since they were able to give full attention to this matter.

Agreeably to the information recently communicated to the State Department, however, the attempt has been made and was so far successful as to insure the ruin of the intruder.

On Tuesday morning, (February 2,) having passed the night, as usual, among the iron-clads, when I came on deck about sunrise to go into the inlet to transact current business, my attention was drawn to a very handsome steamer close under the batteries of Moultrie, which was the first notice I had of her being there. She showed a fine, very low and long hull, with two short funnels, painted white.

Hastening up to the advanced monitor, I directed her to open fire with her rifle gun, the distance about 2,500 yards. The other monitors were ordered up, and some exceedingly fine practice was witnessed. The rifle guns of the Lehigh and Passaic soon gave evidences of their being well handled; the 11-inch of the Catskill and Nahant had not port room for a little more elevation, and their shells just fell short.

I ordered a 12-pounder boat howitzer to be tried from the Nahant. Captain Cornwell and his executive officer, Lieut. H. C. Tallman, between them managed to put the first shell into the steamer, which was a capital shot, when the distance was not less than 2,700 yards, for the Nahant had dropped below the other monitors to get the howitzer and ammunition.

Colonel Davis, commanding Morris island, also opened from Fort Strong and Battery Gregg. Between us the vessel was well spotted by sunset—some very large holes appearing in the hull and wheel-boxes.

This morning I observed that the northwest gale had so blown out the water that the bottom of the steamer was nearly bare. I ordered the Lehigh and Passaic to recommence, and also asked Colonel Davis for the fire from Gregg. By one o'clock the vessel was in flames, which will, I hope, deter others from similar exploits.

That she was able to get in so far was chiefly due to the exceeding paucity of steamers on the outer blockade. The great wear and tear experienced by the heavy weather of the season always keeps an inconvenient number off duty.

On Tuesday night another steamer attempted to get in; was discovered and chased, but was lost sight of.

The party of refugees who left Charleston on Wednesday night, at 8 o'clock, state that no vessel had arrived since Monday night, when the Presto was run ashore near Moultrie.

An officer of the Presto said that six or seven other steamers were to try to run the blockade.

I beg leave again to urge that a few more smart steamers of light draught be spared for this place, or I fear there may be an occasional failure to stop this business.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander A. Bryson.

UNITED STATES IRON-CLAD LEHIGH,
Off Morris Island, S. C., February 4, 1864.

SIR: At daylight on the morning of February 2 a blockade runner (a long, low side-wheel steamer) was discovered ashore on Sullivan's island, and just to the right of Fort Moultrie. I dropped down to the supporting picket station and there made preparations for opening on the steamer, at the same time sending an officer down to communicate with Captain Rowan, of the Ironsides, to ask if the Lehigh should be put under the fire of the batteries on Sullivan's island. While the officer was on his way down he saw you on your way up to the Lehigh. After you came on board you directed me to open fire with the 8-inch rifle from where the ship then was. We fired from the rifle on the first day forty-two rounds, hitting nine times. On the following day (February 3) opened again with 8-inch rifle and two 12-pounder howitzers, throwing from the rifle twenty-six shell, of which four hit; and from the howitzers seventy-four hollow shot and shell, of which eight hit. The distance was from 2,400 yards to 2,500 yards. The steamer was on fire twice, the first day the flames making apparently but little progress; on the second day she was again on fire, and she continued burning until late at night. That she is so thoroughly injured that she will never again float I have no doubt, as I have every reason to believe that some of the shot and shell passed through and through her, and two of our shell were seen to explode inside.

I am, respectfully, your obedient servant,

A. BRYSON, *Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander John J. Cornwell.

UNITED STATES MONITOR NAHANT,
Off Morris Island, February 5, 1864.

SIR: I send a report of our firing at the blockade runner Presto on the 2d and 4th instant.

The distance was so great on the 2d that I was unable to do much execution with our turret guns. I withdrew, took on board two 12-pounder rifled howitzers, with 135 shell, and returned to within twenty-two hundred yards. The howitzers were fired from the deck and did good service.

On the 4th instant, in obedience to your order, I moved up the channel far enough to reach the vessel with our turret guns. The water being very smooth and wind light, I tried the range at 1,750 yards, guns level; found the shells reached, passed through the vessel and burst over the batteries on shore.

I tried to regulate the fuzes to burst in her, but found the time of flight differed very much, and I think none of the shells did burst inside the vessel. She is, however, very much injured, being almost cut in two amidships. Several of our shells passed through her below the water-line, which must have damaged the machinery and cargo seriously.

I think the fire which was burning on the 2d and 3d instant consumed all that will burn, she being an iron vessel.

On the 2d the enemy returned the fire with rifles and mortars; on the 4th no return was made.

Very respectfully, your obedient servant,

JOHN J. CORNWELL,
Lieutenant Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

ARMY EXPEDITION INTO FLORIDA.—CO-OPERATION OF THE NAVY.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., February 15, 1864.

SIR: On Friday, 5th instant, I received a letter from General Gillmore, by his aide-de-camp, stating that he was "about to throw a force into Florida" on the west bank of the St. John's river, and desired my assistance very much.

As the general had expressed a wish, at the last interview, for my presence, I lost no time in making arrangements accordingly.

The Mahaska, Dai Ching and Water Witch were ordered to the St. John's, and in the evening I myself left.

Previous to doing so, I assigned Commodore Rowan charge of the blockade at Charleston.

Stopping at Port Royal, I had an interview with General Turner, chief of staff to General Gillmore, and reached the St. John's river on Monday, about 8 o'clock; General Gillmore was just crossing the bar, as well as a number of transports. I passed in on board the Oleander, and General Gillmore came alongside to confer.

Soon after I went up the river in the Mahaska, and General Gillmore followed in a steamer carrying troops, which were passing up rapidly.

The Ottawa and Norwich had conveyed the van to Jacksonville. The Water Witch and Dai Ching were waiting high water to cross the bar.

On Tuesday I reached Jacksonville and learned from General Gillmore that the troops were advancing rapidly, the rebels not making a stand.

The Norwich was the first to pass up the river, preceding the land force of General Seymour, and after witnessing his landing at Jacksonville, moved very promptly above the town, and cut off the escape of a steamboat, (the St. Mary's,) which had been watching an opportunity for some time to escape with a load of cotton, whereupon the rebels burned the cotton and sank the steamboat. I have directed that every effort shall be made to raise her, but to destroy her if any danger should arise of reverting to the rebels.

On Wednesday evening General Gillmore advised me that General Seymour had got some fifty miles into the interior without resistance.

Seeing no further need of my presence at Jacksonville, and not wishing to be absent from Charleston too long, I informed General Gillmore accordingly, and that I would leave three gunboats—Mahaska, Ottawa and Norwich—under an experienced officer, Commander Creighton. He answered that the force would be ample, and acknowledged the action of the navy. (Copy enclosed, marked A.)

At this time these three gunboats were at anchor off the town, together with the Dai Ching and Water Witch, also the tugs Oleander and Dandelion. The Pawnee arrived on the 10th, and remained below.

On the 12th I left in the Oleander, the Dai Ching and Water Witch having already dropped down to the mouth of the river where was the Pawnee.

Next day I crossed the bar and steamed for Port Royal, leaving orders for the Pawnee, Dai Ching, and Water Witch to proceed to other stations.

In this instance the *presence* of the navy was all that was required. The several commanders, Balch, Creighton, Breese, Pendergrast, Chaplin and Merriam, exhibited the most gratifying promptness. * * *

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GILEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major General Gillmore to Rear-Admiral Dahlgren.

ON BOARD STEAMER B. DEFORD,
Jacksonville, Florida, February 10, 1864.

ADMIRAL: I received, some miles from here, your letter stating that you intended to leave this locality, and that three gunboats would remain in the St. John's. That force is ample. The enemy will not make any resistance in East Florida for the present. They are panic stricken; my advance will be fifty miles from this place to-night. We have taken eight good field-pieces well supplied with ammunition, a number of cars, a large quantity of cotton and other valuable property. I am very busy, or I would come and see you. I shall return to Hilton Head Saturday next.

Please accept my thanks for prompt co-operation afforded me, and believe me,
 Your obedient servant,

Q. A. GILLMORE,
Major General.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, St. John's River.

Report of Acting Master Frank B. Merriam.

UNITED STATES STEAMER NORWICH,
Off Jacksonville Florida, February 11, 1864.

SIR: In obedience to your order, I have the honor to make the following report:

While getting under way on the morning of the 6th instant, at 5.40, a steamer was reported in sight to the northward. At 5.45 she came up, and, upon being hailed, reported as the army steamer *Island City*, with Major Brooks, of General Gillmore's staff, on board, from Fernandina, bound to St. John's, in a hurry. I told the captain to follow me in. At 5.50 got under way; stood to the southward to bring the ranges on, and at 6.20 crossed the bar. At 7.05 anchored in the St. John's river, off Mayfort. The *Island City* anchored a few minutes sooner. After breakfast I visited the *Ottawa*, and then first learned of an expedition to arrive that day for the purpose of taking Jacksonville, &c. In company with Captain Breese I met Major Brooks on shore. Captain Breese proposed that pickets should be stationed so as to prevent news of the expedition being carried inland by the people on shore. At 9.50, by order of Captain Breese, an officer and two men, armed, were sent on shore from this ship to do picket duty on the Mayfort side of the river. Captain Breese proposed to send the *Norwich* up the river at once to blockade the *St. Mary's* in McGist's creek, should she attempt to escape up the river. Major Brooks opposed such a movement, as he thought it might interfere with the plans of the general. Major Brooks hired four men, refugees, to go inland on Saturday night to cut the telegraph wire and burn a railroad bridge. He asked for arms, rations, and a quantity of spirits turpentine, which were furnished by the *Ottawa* and *Norwich*. At 6.30 the *Island City*, with four men on board and a canoe in tow, proceeded up the river to Trout creek. At 6.45 sent a picket-boat up the river as usual. At 9.15 the *Island City* came down the river and anchored.

At daylight, on the morning of the 7th, two vessels were seen off the bar. At 6 20 the *Ottawa* made signals to this vessel to send pilot outside; executed the order at once. Between half past 7 and 8 o'clock three transports came in and

anchored. At 8.50 the Maple Leaf, with a general on board, came in and anchored. At about 9.15 I visited the Ottawa, and met General Seymour on board that vessel. It was arranged that the Norwich should proceed up the river some distance ahead of the transports. My orders were as follows, given verbally by Captain Breese:

"Furnish the Maple Leaf with a pilot; then get under way; proceed up the river to Mr. Palmer's place, communicate with Mr. Palmer, and learn from him what force is in Jacksonville. If a force has been thrown into town to oppose the landing, inform the general. After a landing should be effected by our troops, proceed up the river and anchor off the mouth of McGist's creek, to prevent the St. Mary's from escaping up the river."

At 10.10 got under way and proceeded up the river. When about six miles up the river, saw the transports under way, coming up. At 2.5 p. m. stopped off Mr. Palmer's place, and communicated with Mr. Palmer; learned from him that only twenty men were in town, and that the expedition was not expected. At 2.45 started ahead. At 3.05 went to quarters. At 3.20 arrived off the town, the Maple Leaf being in sight of Commodore Point; steamed slowly by the wharf, close in. When up with the upper end of the town, turned round and steamed down to the Maple Leaf, which had made fast to a dock. At 3.40 the troops commenced landing; took a position ahead of the Maple Leaf; several transports went alongside the wharfs—one, the Hunter, was fired into by the rebel pickets. At 4, a landing having been effected, anchored. The Ottawa had not come up; I informed the general that I should be obliged to go up the river to blockade McGist's creek, so that the St. Mary's might not escape up the river. I asked him if he intended moving that night. He said no, the artillery or the horses had not come up. He told me one company of cavalry had gone a short distance to look after the pickets that fired at the Hunter. At 5.25 got under way. At 6.30 anchored off McGist's creek, as close in as the depth of water would permit, and I at once went in-shore and stationed a picket-boat in the mouth of the creek.

On the morning of the 8th I reported to Captain Breese on board the Ottawa; was on shore and saw General Seymour at about 12 m.; asked him when he intended moving forward. He answered, this afternoon, if the horses come up. Returned up the river to the Norwich in my gig at about 12.30 p. m. At 8.15 I went in and stationed a picket-boat in the mouth of McGist's creek.

On the morning of the 9th, at 3.30, went to quarters as the picket-boat had made signals. While at quarters, heard the officer of the picket-boat hail a boat twice, and the reports of three muskets. Sent the launch, armed, in-shore to find the picket-boat, and learn the cause of the firing. At 4.10 the launch returned, having been unable to find the picket-boat in the fog. At 6.15 the picket-boat returned; the officer reported having fired in the direction of a boat, which he heard, but could not see, on account of the fog, his hails not being replied to. At about 11 o'clock I saw Captain Breese on board the Ottawa. He informed me that the cotton had been burned and the St. Mary's sunk during the night. I saw two men on the Ottawa who stated to me that they deserted from the St. Mary's the night previous, and that when pulling out McGist's creek into the St. John's river, they had been hailed and fired into; that they did not answer the hails, as they thought the rebels were pursuing them. By order of Captain Breese I armed three boats of the Norwich to proceed up McGist's and Cedar creeks, in company with the Ottawa's boats. At about 1 p. m. we reached the St. Mary's and boarded her. No indications were found that any one had boarded her since she had been sunk. A small rifle gun was found on shore near a deserted camp, and the boats of the St. Mary's were found in a creek. At 3.20 the boats returned to the ships. At 3.50 got under way. At 5.05, in obedience to signal from the flag-ship, anchored in line ahead, off Jacksonville.

I am fully convinced that if the Norwich had not been anchored off McGist's creek, with a picket-boat in the creek, that the St. Mary's would have escaped up the river.

I am, sir, very respectfully, your obedient servant,

FRANK B. MERRIAM,

Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

CAPTURE OF A REBEL SLOOP NEAR BRUNSWICK, GEORGIA.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Port Royal Harbor, S. C. February 17, 1864.

SIR: I enclose herewith copy of a report from the commander of the Braziliera, giving an account of the capture of a rebel sloop by the boats of the Braziliera.

The affair seems to have been very well managed by Captain Gillespie.

The claim made by Mr. Lasserre to the sloop and (20) twenty bales of cotton on board, I refer to the department for its decision.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master W. T. Gillespie.

UNITED STATES BARK BRAZILIERA,

St. Andrew's Sound, Ga., February 3, 1864.

SIR: I have the honor to report the capture, on the night of the 1st instant, by a boat expedition from this vessel commanded by myself, of a sloop just built and loaded with seventy-two bales upland cotton, weighing 35,700 pounds, she at the time lying at the picket station at Cabbage Bluff, about ten miles above Brunswick. We also secured the picket, consisting of a sergeant and six privates belonging to the 4th Georgia cavalry, and six civilians, five taken aboard the sloop and one ashore.

I divided my force, numbering twenty-eight all told, into two parties: one under myself, securing the sloop, and the other under Acting Ensign Nelson E. Borden, capturing the pickets; the surprise was complete in both instances, and we effected our object without resistance.

Having entirely cut off the communication with the rebel camp, I remained about two hours, and brought away the families of Mr. Lasserre and Mr. Dangaix, consisting of their wives and eight children. The civilian we took ashore proved to be a Mr. Williams, an inoffensive old man who had come down with a pass for Mr. Lasserre's family to go through the rebel lines. In consideration of this fact, I have concluded to land him on the main again.

Mr. Lasserre, who has been for some time living aboard this vessel, took the oath of allegiance on the 16th of October, 1863, and has kept me constantly notified of her progress. He built her with the intention of putting his family

and what of his property he could convert into cotton in her, and then delivering her into our hands.

At the time of taking the oath of allegiance, I drew up and he signed the accompanying paper to that effect. The rebels having divined his intention, he was compelled to seek refuge aboard my vessel; he piloted me up, and was invaluable throughout. I think that, in justice, his claim to her, and to the twenty bales of cotton, should be recognized. Without his assistance it would have been impossible for me to have succeeded, and all that he is worth is in her.

Concealed in the hold I found papers which abundantly established her intention to have run the blockade, also a small mail, all of which I shall forward to you by the prize master. I shall let the *Oleander* tow the sloop to Port Royal and shall also send the prisoners and crew on her.

On one of the men I found two hundred and seventeen dollars in specie, and one thousand in Georgia State bank bills, which I have placed in the paymaster's charge awaiting orders.

Very respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

SINKING OF THE UNITED STATES STEAMER HOUSATONIC BY A TORPEDO DAVID.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, South Carolina, February 19, 1864.

SIR: I much regret to inform the department that the United States steam sloop *Housatonic*, on the blockade off Charleston, South Carolina, was torpedoed by a rebel "David," and sunk on the night of the 17th February, about nine o'clock.

From the time the "David" was seen until the vessel was on the bottom a very brief period must have elapsed; so far as the executive officer (Lieutenant Higginson) can judge—and he is the only officer of the *Housatonic* whom I have seen—it did not exceed five or seven minutes.

The officer of the deck perceived a moving object on the water quite near, and ordered the chain to be slipped; the captain and executive officer went on deck, saw the object, and each fired at it with a small arm. In an instant the ship was struck on the starboard side, between the main and mizen masts; those on deck near were stunned. The vessel began to sink, and went down almost immediately. Happily the loss of life was small: Ensign E. C. Hazeltine, Captain's Clerk C. O. Muzzy, and three of the crew, Quartermaster John Williams, second-class fireman John Walsh, and landsman Theodore Parker.

Two boats of the *Housatonic* were lowered and received all they could; the *Canandaigua*, which knew nothing of the catastrophe, sent her boats immediately on hearing of it, and took off the crew, who had ascended into the rigging.

The enclosed printed orders will show the precautions which have been directed from time to time to guard the iron-clads that lay inside the bar, and would naturally be the objects of attack from their importance and proximity; and I also transmit copy of a communication (January 15) to the senior officer outside on the same subject. In addition, I have been in the habit of giving personal attention to the inside blockade, sometimes visiting the picket monitors several hours after dark.

Being notified on the 5th February by General Gillmore that he was about

to throw a force into Florida, and would need naval assistance, I left promptly for the St. John's, in order to be sure that no aid should be wanted that was possible, leaving Commodore Rowan, an experienced officer, commanding the Ironsides, in charge of the blockade off Charleston.

On my return I touched here to examine into the condition of our depots, and particularly in regard to the repairs of the monitors, intending also to visit the blockade of Savannah river.

The department will necessarily perceive the consequences likely to result from this event; the whole line of our blockade will be infested with these cheap, convenient, and formidable defences, and we must guard every point.

* * * * *

I have attached more importance to the use of torpedoes than others have done, and believe them to constitute the most formidable of the difficulties in the way to Charleston. Their effect on the Ironsides in October, and now on the Housatonic, sustains me in this idea.

The department will perceive, from the printed injunctions issued, that I have been solicitous for some time in regard to these mischievous devices; though it may not be aware of the personal attention which I have also given to the security of the iron-clads. I naturally feel disappointed that the rebels should have been able to achieve a single success, mingled with no little concern, lest, in spite of every precaution, they may occasionally give us trouble. But it will create no dismay nor relax any effort; on the contrary, the usual inquiry will be ordered, though the whole story is no doubt fully known.

I desire to suggest to the department the policy of offering a large reward of prize money for the capture or destruction of a "David"—I should say not less than \$20,000 or \$30,000 for each; they are worth more than that to us.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Dahlgren to Captain Green.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, January 15, 1864.

SIR: The Navy Department has received information that the rebels have a plan to blow up this fleet, and considers it of sufficient importance to inform me thereof.

I can hardly think that the design would extend beyond the iron-clads that constitute the inner blockade, for the outer vessels are distant and difficult of access; still it would be unwise to omit any proper precautions, and I therefore advise that you will take such measures as may suffice to defeat any attempt of the kind.

I enclose for your information the directions prescribed to the iron-clads. You can use these, or whatever else may seem more adaptable to the purpose.

Let this be circulated among the commanders of the vessels outside for their guidance.

Respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Captain JOSEPH F. GREEN,

Commanding United States Steamer Canandaigua,

Senior Officer present, off Charleston bar.

Letter from Captain Rowan to Rear-Admiral Dahlgren.

UNITED STATES STEAMER NEW IRONSIDES,
Off Morris Island, February 18, 1864.

SIR: I despatch the Paul Jones with information of the loss of the United States steamer Housatonic, which was sunk by a "David torpedo" last night about 9½ o'clock.

As soon as the signal was made from the Canandaigua, "Assistance, in want of," Lieutenant Commander Belknap went out in a tug. I enclose Captain Green's report.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Captain and Senior Officer, off Charleston.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

Report of Captain J. F. Green.

UNITED STATES SLOOP CANANDAIGUA,
Off Charleston, South Carolina, February 18, 1864.

SIR: I have respectfully to report that a boat belonging to the Housatonic reached this ship last night at about 9.20, giving me information that that vessel had been sunk at 8.45 p. m. by a rebel torpedo craft. I immediately slipped our cable and started for her anchorage, and on arriving near it, at 9.35, discovered her sunk, with her hammock nettings under water; despatched all boats, and rescued from the wreck twenty-one (21) officers and one hundred and twenty-nine men.

There are missing, and supposed to be drowned, the following-named officers and men: Ensign Edward C. Hazeltine, Captain's Clerk Charles O. Muzzy, Quartermaster John Williams, second-class fireman John Walsh, landsman Theodore Parker.

Captain Pickering is very much, but not dangerously bruised, and one man is slightly bruised.

I have transferred to the Wabash eight of her officers and forty-nine men on account of the limited accommodations on board of this vessel.

Very respectfully, your obedient servant,

J. F. GREEN, *Captain.*

Commodore S. C. ROWAN,

Commanding Officer off Charleston, S. C.

Report of Lieutenant F. J. Higginson.

UNITED STATES STEAMER CANANDAIGUA,
Off Charleston, S. C., February 18, 1864.

SIR: I have the honor to make the following report of the sinking of the United States steamer Housatonic by a rebel torpedo off Charleston, S. C., on the evening of the 17th instant.

About 8.45 p. m. the officer of the deck, Acting Master J. K. Crosby, discovered something in the water about one hundred yards from and moving towards the ship. It had the appearance of a plank moving in the water. It

came directly towards the ship ; the time from when it was first seen till it was close alongside being about two minutes. During this time the chain was slipped, engine backed, and all hands called to quarters. The torpedo struck the ship forward of the mizenmast on the starboard side, in a line with the magazine. Having the after pivot gun pivoted to port, we were unable to bring a gun to bear upon her. About one minute after she was close alongside, the explosion took place, the ship sinking stern first, and heeling to port as she sank. Most of the crew saved themselves by going into the rigging, while a boat was despatched to the Canandaigua. This vessel came gallantly to our assistance and succeeded in rescuing all but the following officers and men, viz :

Ensign E. C. Hazeltine, Captain's Clerk C. O. Muzzey, Quartermaster John Williams, landsman Thomas Parker, second-class fireman John Walsh.

The above officers and men are missing and are supposed to have been drowned.

Captain Pickering was seriously bruised by the explosion, and is at present unable to make a report of the disaster.

Very respectfully, your obedient servant,

F. J. HIGGINSON, *Lieutenant.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

NAVY AND ARMY EXPEDITION UP ST. MARY'S RIVER.

Report of Acting Master S. N. Freeman.

UNITED STATES BRIG PERRY,
Fernandina, Fla., February 23, 1864.

SIR : I have the honor to report that, at the request of the colonel commanding the post, I sent the United States schooner Para, Acting Master E. G. Furbur commanding, up the St. Mary's river as far as Woodstock to co-operate with the land forces under the command of Major Penneypacker, 97th Pennsylvania volunteers. The expedition proved very successful, and we brought away about one million feet of lumber.

While the Para was up the river Captain Furbur cut out the steam-flat Hard Times; her intrinsic value might perhaps be two hundred dollars, (\$200.) I propose to use her as a picket boat on the St. Mary's river, if you have no objection to my retaining her for that purpose.

I have taken the Para from her former anchorage, off Cumberland island, and placed her in the Amelia river to protect the crossing leading from the island to the main land. I have done this in consequence of a rumor that we are to be attacked by the enemy. I shall picket the St. Mary's river every night. I was forty miles up the St. Mary's, but I neither saw nor heard anything of importance.

I enclose the report of Acting Master Furbur, and trusting that my course will meet with your approval,

I am, very respectfully, your obedient servant,

S. N. FREEMAN,

Acting Master, and Senior Officer present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Master E. G. Furbur.

UNITED STATES SCHOONER PARA,
Cumberland Sound, Ga., February 23, 1864.

SIR: In obedience to your orders of the 15th instant I got under way from this anchorage at 6 o'clock on the morning of the 16th, in tow of the United States army transport *Island City*, which was placed under my orders by Major Brooks, commanding the expedition, and in company with the armed transports *H. A. Weed*, *Nelly Baker*, and *Beaufort*, proceeded up the *St. Mary's* river to *Woodstock* mills, about fifty miles from its mouth, where we found a detachment of the 97th Pennsylvania volunteers, under the command of Major Pennypacker, numbering two hundred men. After consulting Major Brooks, I anchored in the most advantageous position to protect the forces on shore and the steamers employed in loading lumber at the landing, from any attack from the enemy from the Georgia side, and to assist in repelling any that might be made in our rear from the Florida side. At 10 o'clock the next morning we were fired upon by the enemy's picket from the Georgia side, fortunately without effect. I immediately opened fire upon them with grape and canister from the 32-pounder and shell from the howitzer and Parrott, and was not afterwards troubled by them. About 4.30 p. m. of the 19th, Major Pennypacker informed me that he thought the enemy were making preparations to cross the river from the Georgia side, about two miles below us. I immediately sent Ensign Ryan down on the opposite side to obtain their position as near as possible, and at 5 p. m. commenced firing, under his direction, with shell from the 32-pounder and Parrott, and fired twelve shell, which, as the major commanding informed me, immediately drove them back to their camp, about three miles in their rear, the fire being very accurate.

Having obtained quite reliable information that a small flat-bottomed steamer was lying in a creek about six miles below us, on the Florida side, at 7 p. m. of the 20th I took the first and second cutters (armed) in tow of the *Island City* down the river to the mouth of the creek, when I took the boats up it, and after proceeding about a mile we discovered her, and taking her in tow, brought her up to the landing at the mills, arriving there at 1 a. m. of the 21st. We found her to be a small scow-built steamer, said to be called the *Hard Times*. At 2 p. m. of the 22d I received your orders to proceed down the river, in tow of one of the transports, with all possible despatch, and retake my anchorage off *Cumberland* island. Having sent the *Hard Times* down in tow of the *Island City*, and all the troops being embarked, at 5 p. m. I was taken in tow by the *H. A. Weed* and started down, arriving here at 8 p. m. of the 23d. The ammunition expended during the time we were in the *St. Mary's* was for the 32-pounder twenty-two shells and twelve stands each of grape and canister, forty-six shells for the 20-pounder Parrott, and twenty-seven for the 12-pounder howitzer.

Hoping that my course may meet your approbation,

I am, very respectfully, your obedient servant,

E. G. FURBUR,

Acting Master, Commanding.

Acting Master S. N. FREEMAN,

Com'dg U. S. Brig Perry, Fernandina, Fla.

Forwarded for the information of the department by,

Very respectfully,

S. C. ROWAN,

Captain, Com'dg S. A. B. Squadron pro tem.

EXPEDITION TO PREVENT THE REBELS FROM TAKING THE MACHINERY FROM A BLOCKADE-RUNNER, BEACHED.

UNITED STATES STEAMER GEORGE MANGHAM,
Off Morrill's Inlet, February 25, 1864.

SIR: I have the honor to report to you that I received information from Captain Parker that the rebels were taking the machinery out of the blockade-running steamer on the beach near my station, to put in a steamer they are building at Georgetown, S. C. He gave me orders to destroy all I could of it. I proceeded towards the steamer, and on approaching saw a number of men at work on her. I opened fire on them, which made them run for the woods for shelter. I then fired shells at them, and called away the first cutter, manned with fourteen men, well armed. It being high water at the time, I found it smooth inside the steamer's stern, and it gave us a safe landing. I went on board of the steamer and found they had some of the machinery out of her, and a number of pieces were lying on the steamer ready to go on shore. They left all their tools on the beach, consisting of mauls, axes, augers, saws, crowbars, wrenches, and a cutter fall and blocks for hoisting it out with. I commenced with my men to destroy all the machinery I could find, and a large cargo winch which they had to hoist with. The steamer was full of water at the time, and I could not get at what was left in her, and at low water it was too rough to land. I took all the tools with me on board, and made sail for my station; I had not sailed far when the rebels came back to the steamer, took a hasty survey, and then left in haste. I think they will have to wait some time for machinery for their steamer, for I think it will puzzle them to put it together again. I shall give them another call as soon as it is smooth enough to land on the beach. I think the tools belonged to the steamer, and it will be some time before they can get more to work with.

I am, sir, very respectfully, your obedient servant,

JOHN COLLINS, Jr.,
Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston, S. C.

Respectfully forwarded for the information of the department, by
 S. C. ROWAN,
Commanding S. A. B. Squadron, pro tempore.

CAPTURE OF BOAT AND BOAT'S CREW OF THE NIPSIC.

Report of Commodore S. C. Rowan.

FLAG-SHIP NEW IRONSIDES,
Off Morris Island, February 29, 1864.

SIR: I regret to inform the department of the capture of the Nipsic's boat by the rebels on the night of the 26th instant. The crew list and officer in charge are detailed in the report of Lieutenant Commander R. F. R. Lewis, herewith enclosed.

The officer in charge of the boat allowed himself to be drifted far beyond the position assigned him, through ignorance or recklessness, and was not equal to the emergency when it arose.

The circumstances of the capture are detailed in the enclosed reports of Lieutenant Commanding J. L. Davis and Lieutenant G. C. Wiltse.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commanding S. A. B. Squadron, pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander John L. Davis.

UNITED STATES IRON-CLAD MONTAUK,
Off Morris Island, February 27, 1864.

SIR: I have the honor to acknowledge the receipt of your order of this date to Commander Bryson, of the Lehigh, which was referred to me.

At twilight last evening, being at anchor abreast Wagner buoy, the picket boats received their orders from me governing them for the night. The boats from the Nipsic and Flag were to patrol across the channel in advance of this vessel, not more than two or three ship's lengths above, and to keep within sight. The flood tide was running; water smooth; atmosphere hazy. About 9 o'clock I saw and heard the flashes and reports of six or eight muskets in the direction of Sumter, and apparently they came from there. No signal was made. My impression was that the Supply's boat, which was reconnoitring, had been seen from the fort and fired at. On her return soon after, Lieutenant Wiltse reported what came under his observation, which is embodied in a communication herewith enclosed.

I have the honor to be, very respectfully,

JOHN L. DAVIS,

Lieutenant Commander.

Captain S. C. ROWAN, U. S. N.,

Commanding Frigate New Ironsides.

Report of Lieutenant G. C. Wiltse.

UNITED STATES IRON-CLAD MONTAUK,
Off Morris Island, February 27, 1864.

SIR: I respectfully submit the following report in regard to the capture of Acting Master's Mate William H. Kitching and boat's crew of five men, belonging to the Nipsic.

Last evening I received permission from you to take a boat belonging to the Supply, and reconnoitre in the direction of Sumter and Moultrie. I left the ship and pulled directly for Sumter. Shortly after, when within about 300 yards of the fort, I discovered a large boat of about fourteen oars, filled with men and lying close to the wall nearest Moultrie. After perceiving her I pulled in the direction of Moultrie, she pulling in the same direction. Thinking she was trying to cut me off, and having only one officer and a boat's crew of five men, I pulled in the opposite direction, towards Morris island, and then lost sight of her. About half an hour afterwards I saw a large boat coming towards me from the direction of Moultrie, apparently the same one that I had seen before. I heard a hail from a boat which I could not see. The answer was "Patapsco; this is the Nipsic's boat." It was immediately followed by a volley of musketry from the large boat and an order to come alongside. A cry arose from the other boat, as though some person was injured, and the reply to the

order to come alongside was, "I am coming." The rebel boat being so much larger than mine and in such close proximity to Sumter, I deemed it inadvisable to attack her. I immediately returned to the ship and reported the circumstances.

Very respectfully, your obedient servant,

G. C. WILTSE,
Lieutenant U. S. Navy.

Lieutenant Commander J. L. DAVIS,
Commanding U. S. Iron-clad Montauk.

Report of Lieutenant Commander R. F. R. Lewis.

UNITED STATES STEAMER NIPSIC,
Outside Blockade, off Charleston, S. C., February 27, 1864.

SIR: I am sorry to have to report the capture by the rebels of one of the boats of this vessel last night, together with her officer and crew, whilst doing picket duty in the inner harbor.

It appears from the statement given me this morning by the tug that the officer in charge of the boat either must have misunderstood or exceeded his orders with respect to the limits prescribed for rowing guards, and got too far up in the harbor, was hailed, brought to, and captured.

Officer in charge of boat—Acting Master's Mate William H. Kitching, jr.

Crew—George P. Johnson, landsman.

Lyman Holbrook, landsman.

Martin L. Atkinson, landsman.

Uriah B. Marshall, landsman.

William O'Brien, landsman.

The crew were each armed with carbine, cutlass, and revolver, with several rounds of ammunition.

The boat contained as her equipment a night glass, compass, lantern, and tarpaulins.

Very respectfully, your obedient servant,

ROBT. F. R. LEWIS,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston, S. C.

Report of Acting Master's Mate Wm. H. Kitching, jr.

NEWBURYPORT, November 3, 1864.

SIR: I have the honor to report to you the capture of the United States steamer Nipsic's 1st cutter, with five (5) men, in my charge, while on picket duty in Charleston harbor, on the night of February 26, 1864. I left the Nipsic between the hours of 5 and 6 p. m., and was towed up to the advance monitor by a tug-boat, and at 7 p. m. shoved off from the monitor with instructions to proceed up the channel in the direction of Forts Sumter and Moultrie. The night was thick and hazy, and the tide was on the flood, running strong. I pulled leisurely up until I had got abreast of Fort Sumter, when I changed the direction of the boat and pulled towards the fleet. I had got about one hundred and fifty (150) yards from Fort Sumter, when I caught sight of a dark object directly ahead, and almost immediately after was hailed: "Boat ahoy!" Under the supposition that the hail proceeded from one of our picket boats, I gave them in answer, "*Nipsic's 1st cutter*," as I did not wish the enemy to know the countersign. They hailed me again; I then gave the countersign "*Patapsco*." They hailed the third time, and beginning to have suspicions that

all was not right, I gave in return "*Catskill*." My object in doing this was, that the rebels should not know the true countersign. I had scarcely returned the hail when I received a volley of musket balls, which passed over our heads, doing us no damage. I immediately ordered my men to take to their oars, and "pull strong" in the hope of escaping, for I could see that the enemy's boat was superior to my own. I soon saw it was useless, so ordered my men to "*trail oars*," and give them a volley in return. I kept it up; but as no assistance arrived, I was forced to surrender, which I did after throwing the arms overboard. None of my men were wounded, myself but slightly. As near as I could find out, there were nineteen (19) men in the enemy's boat. We were taken on board their flag-ship, the *Charleston*, where we spent the night; the next morning were sent up to the city and placed under confinement. On the 17th of May I was sent to Macon, Georgia, and my men to Andersonville. That is the last I saw of them; I have since learned they are dead. The following are their names: George P. Johnson, Martin L. Atkinson, Uriah B. Marshall, William O'Brien, Lyman Holdbrook, all landsmen.

I certify this to be a true statement of my capture.

Very respectfully, your obedient servant,

WILLIAM H. KITCHING, JR.,

Acting Master's Mate, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

OPERATIONS IN ST. JOHN'S RIVER, FLORIDA.

Report of Commander George B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,

Off Jacksonville, Florida, March 6, 1864.

ADMIRAL: I have the honor to report, that on the afternoon of the 1st instant sharp firing was heard in the direction of our advance, which I learned from General Seymour, on visiting him at his request, was between his forces and the enemy.

I dropped this ship in as close to McCoy's creek as the depth of water would allow, moored her head and stern, shifted three guns over, and made every preparation for a fight which seemed likely to take place.

The *Ottawa* shifted her anchorage just above the Pawnee, and by a hawser to this ship sprung her broadside in the direction of the approach of the enemy.

To Commander Creighton, of the *Mahaska*, had been assigned the defence of the flank by way of Hogan's creek, and he lost no time in taking an advantageous position.

As yet the enemy has developed no plan of attack, and I am of the opinion that he will rest satisfied in keeping our troops in and close around Jacksonville. You know how hard the enemy is pressed for supplies, and his force in front of Jacksonville enables him to drive cattle, &c., to the confederate forces in other parts.

Great activity has been shown here in erecting earthworks, &c., and I am confident that an attack on the forces now here would be handsomely repulsed.

We cannot get from the gunboats a cross-fire, but we can get an admirable flank fire. The rebels were at "Three-Mile Branch," and the artillery duel on the 1st instant took place from three to four miles from Jacksonville.

I sent an expedition last night under command of Acting Ensign Thomas Moore, of this ship, to Mandarin, distant fifteen miles up the St. John's, for the purpose of capturing a man named Jones. Mr. Moore was successful, and I

now have Jones on board the Pawnee. My reasons for taking him are, that he has been employed by General Finnegan in transporting stores, troops, &c. He is owner of a sloop, capable, I am informed, of carrying a company of men, and that he has been inimical to the Union people at Mandarin; in fact, I received yesterday information that this sloop was to be used to-night, or in a few days, for the purpose of transporting troops across to Mandarin to make a raid. I have, therefore, as a first step, taken Mr. Jones, and, if I can, will get his sloop.

That the raid may be stopped, I have just sent (9.30 p. m.) the Columbine, with a force detailed from this ship, under command of Lieutenant J. W. Philip, up the St. John's river, with directions to capture the raiders should the attempt be made to cross.

Re-enforcements are coming in, and some ten pieces of artillery arrived to-day.

The Dai-Ching will leave in the morning if the tide serves.

The Norwich is now at Yellow Bluff, and I shall send her down to Mayport to look out for our interests there; there are a number of refugees which have to be cared for.

I am happy to report all well on the station.

I am, very respectfully, your obedient servant,

G. B. BALCH,

Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, off Charleston, S. C.

Forwarded for the information of the Navy Department, by,

Very respectfully,

S. C. ROWAN,

Commanding S. A. B. Squadron, pro tem.

ENGAGEMENT AT PILATKA.

UNITED STATES STEAMER OTTAWA,

St. John's River, off Pilatka, March 21, 1864.

SIR: I have the honor to report to you that this afternoon, at 1.35, heard firing at the front; rebels advancing, and driving the pickets before them. At 1.40 p. m. weighed anchor and beat to quarters. At 1.45 commenced shelling the woods in the direction of the enemy, and back of the town, with the 150-pounder and 30-pounder rifle Parrott guns, at the same time dropping down the river to get an enfilading fire. At 2.15 ceased firing by request from shore, as the enemy were retreating.

At 2.25 moored ship, head and stern, in position to continue the action if necessary.

I am pleased to state that the efforts of this vessel were appreciated by the commanding officer on shore. It appears that there was no one injured on our side; the attacking force in the advance was not more than three hundred cavalry, I believe. I regret to say that two of the 30-pounder shell miscarried, one tumbling over and falling short, and the other exploding before reaching its proper destination. Fifteen shell were fired altogether. The loss of the enemy is not known. I presume the Columbine and her prizes have arrived at Jacksonville ere this, as they left here at 12.30 this afternoon. I would beg to remind you that this vessel is very much in want of coal.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,

Lieutenant Commander.

Commander GEORGE B. BALCH,

Senior Officer, Commanding St. John's River, Florida.

WHOLESOME DREAD OF THE GUNBOATS.

[Extract.]

UNITED STATES STEAM-SLOOP PAWNEE,
Off Mayport Mills, St. John's River, March 24, 1864.

COMMODORE: The Ottawa still remains at Pilatka, and, I am pleased to state, gives increased confidence to the forces stationed at that place. I have been informed many times that the people in these parts have a wholesome dread of gunboats. I have the honor to report all well under my command, and that the most satisfactory relations exist between the commanding general and myself.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer present.

Commodore S. C. ROWAN,
Com'dg S. A. B. Squadron, Flag-ship New Ironsides, off Charleston, S. C.

Respectfully forwarded for the information of the Navy Department, by
 S. C. ROWAN,
Commodore, Commanding S. A. Blockading Squadron, ad int.

CONDITION OF AFFAIRS IN ST. JOHN'S RIVER.

UNITED STATES STEAM-SLOOP PAWNEE,
Off Jacksonville, Florida, May 10, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 6th instant, by the Columbine, which arrived at 10 p. m. last evening.

In compliance with your directions to report the state of affairs in the river, I have respectfully to state, that there seems to be no movement of great importance by the rebels against our troops in this vicinity. From the latest information we have, I believe the force in front of Jacksonville does not exceed, at most, three thousand men.

General Gordon arrived yesterday, and has assumed command of the district of Florida. I beg leave to state, that I have referred to him the question as to whether the naval force can be reduced on the St. John's; his reply was, that at present it could not be, and in view of the long line of river to be kept open, I cannot but concur in the opinion of General Gordon.

Our forces occupy Picolata, and the rebels are exceedingly active in putting down torpedoes, even notwithstanding the vigilance which has been exercised; and I regret to report, that this morning the steamer Harriet A. Weed was destroyed by the explosion of two torpedoes whilst on her way to the bar, and following the transport Boston. The Mahaska's picket boat was quickly at the wreck, but as yet nothing has been saved, as the steamer sunk in less than one minute. There were five killed and two badly wounded. From an inspection of one of the covers of the torpedo, I am led to the belief that this torpedo is of the plunger pattern, such as were used in the Stono.

I deem it proper to report, that General Birney, late in command of this district, having received information that four hundred rebel cavalry had crossed at Fort Gates, formed an expedition, which he accompanied, for the purpose of capturing this force. He did not, however, succeed in meeting with the enemy, but has gotten a large number of cattle, some cotton, turpentine, &c.

Being short of provisions near Lake Harney, he asked for assistance of the Sumter, (a small prize steamer,) to transport supplies to him from Jacksonville. I sent the Sumter in company of the Weed, the latter vessel not being able to go up the river high enough to land the supplies. The Sumter has not returned, but I hope she will be down to-night or to-morrow.

Being exceedingly short of coal and having borrowed several times of the army, I was compelled to send the Unadilla to Fernandina to fill up, and I regret to report, that in crossing the bar she broke the extension shoe, and I am in receipt of communications which lead me to fear she will have to go to Port Royal for repairs. I regret this accident, and will endeavor to run over to Fernandina and see if it is absolutely necessary for her to go to Port Royal, though I fear it is. The army is short, very short of coal.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,

Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, off Charleston, S. C.

Respectfully forwarded for the information of the Navy Department.

J. A. DAHLGREN,

Rear-Admiral.

EXPEDITION TO CAPTURE FOUR HUNDRED REBEL CAVALRY.

UNITED STATES STEAMER PAWNEE,

Off Jacksonville, Florida., April 30, 1864.

COMMODORE: I have the honor herewith to transmit the report of Lieutenant Commander S. L. Breese, commanding the Ottawa, relating to an expedition sent up the St. John's for the purpose of capturing a rebel force of 400 cavalry, reported to have crossed near Fort Gates, to the east side of the St. John's, their design being to make a raid towards St. Augustine, and also to strip the Union people on that side of the river.

General Birney applied for any support that I could give; and orders were sent up for the Ottawa to convey the troops, and give every assistance to the troops, as also to Union people along the river. The Pawnee's launch, under Acting Master Champion, of this ship, was also detailed to accompany the troops.

The steamers and my launch have returned, leaving the troops under General Birney on the east side of the St. John's. Picolata is the point selected by General Birney to embark again, where he will find the steamers ready for him, I suppose, and will be conveyed to this place by the gunboats.

I desire to express my satisfaction at the prompt and efficient manner in which my orders were carried out by Lieutenant Commander Breese, of the Ottawa, and also by Acting Master J. C. Champion, of the Pawnee.

I have always found the Ottawa ready for service, and the service demanded of her well performed.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer present.

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron.

Respectfully forwarded for the information of the department.

J. A. DAHLGREN,

Rear-Admiral.

CAPTURE AND DESTRUCTION OF BOATS, &c.

UNITED STATES GUNBOAT OTTAWA,
Off Picolata, Florida, April 28, 1864.

SIR: I have the honor to report that, in compliance with your instructions of the 26th instant, I convoyed in this vessel the steamers Mary Benton and Harriet A. Weeds as far as Dunn's creek, where General Birney came on board, and after a consultation concluded that I had better return to Pilatka, as there was not water enough for me to proceed as far as Fort Bates. After lending him the assistant surgeon, the pilot of this vessel, and supplying Mr. Champion with three days' rations for his men, I turned about and anchored off Pilatka. After anchoring, I fired three 150-pounder shells in the direction of Old Camp Call, at the general's request. Pilatka is deserted, though I was told that Dickinson has about thirty men encamped there.

At 11 a. m. to-day the steamers returned to Pilatka, not having gone further than Weleska, where the troops disembarked to proceed by land to Picolata—the steamers to meet them there.

On my way up the Pawnee's launch captured a sloop boat of about ten tons. Just above the flats she saw us coming, and was run into the bank, and attempted to be concealed by throwing brush over her; the crew had abandoned her.

Enclosed are two letters taken from her. With your permission I will retain her for a picket boat.

Before leaving Pilatka I destroyed the scow left by Colonel Barton, and the Pawnee's launch destroyed two boats and brought off one.

From what I can learn, there never were more than four hundred men in our front when the town was occupied. My men landed and were not disturbed. No hostile demonstration was made either in going or returning; I saw no troops. Dickinson was in Pilatka day before yesterday; so his raid with four hundred men was a mistake.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,

Lieutenant Commander United States Navy.

Commander GEORGE B. BALCH,

Commanding St. John's River Flotilla, Jacksonville, Florida.

ENGAGEMENT AT MAYPORT MILLS.

UNITED STATES STEAM SLOOP PAWNEE,
Off Mayport Mills, Florida, March 30, 1864.

COMMODORE: I have the honor to enclose a communication of the 26th instant from Lieutenant Commander Breese, of the Ottawa, for your information. The Ottawa is rendering good service off Pilatka, in co-operating with our forces stationed at that place. I respectfully beg leave to report that about three hundred cavalry yesterday attacked and drove in our pickets to the intrenchments, and you will perceive, from the report of Lieutenant Commander Breese, that there are reports of a force of 5,000 men being in the vicinity of Pilatka. The Ottawa opened fire yesterday, but I have not yet received a report from Lieutenant Commander Breese in relation to the attack; when I do, which will probably be by next boat, I will promptly forward it for your information. I deem it proper to report that I had a conversation to-day with General Gillmore, who seemed anxious that an addition should be made to the naval force on this river, and in view of the large force believed to be concentrating in the vicinity of Pilatka, I respectfully suggest that an addition of at least one light-draught gunboat be sent here. When the Pawnee leaves,

which she will if possible on the next spring tides, say the 6th or 7th April, there will be only the Mahaska and Norwich off Jacksonville, and the Ottawa off Pilatka.

Knowing the many demands for the services of all the vessels of the fleet, it is with reluctance that I ask for another vessel; but I feel it my duty to call attention to the state of affairs here, that you may take such steps as in your judgment the necessity of the case requires.

The defences at Pilatka are said to be quite strong, though I have thought, from an inspection of the approaches to that place, that it was not easily defended. General Seymour, with whom I had frequent conferences, differs with me in opinion, and believes that it can successfully resist an attack from 10,000 men. The defences of Jacksonville are strong, and I have but little fear of an attack here. The Mahaska anchored so as to protect the left flank, taking the position held by the Pawnee, and the Norwich protects the right flank, having taken the Mahaska's position. The left flank we think the key to the position, and I have no doubt of our being able to successfully repulse any attack.

Should you deem it necessary to send a gunboat to the St. John's, I respectfully suggest a light draught, as it is impossible for even the Ottawa to get up to Pilatka without she is towed across the flats near Orange mills.

General Seymour has been relieved from the command of the district of Florida, and General Hatch has assumed command. I have expressed my readiness to co-operate in every way in my power.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,

Commander and Senior Officer present.

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron,

Flag-ship New Ironsides, off Charleston, S. C.

The Unadilla has been despatched to the St. John's, as requested by General Gillmore.

Respectfully,

S. C. ROWAN, *Commodore.*

EXPEDITION TO DUNN'S CREEK.

UNITED STATES GUNBOAT OTTAWA,

Pilatka, Florida, March 26, 1864.

SIR: I have the honor to inform you, that on the 24th instant I embarked on board this vessel thirty-six (36) soldiers, under the command of Captain Nichols and Lieutenant Tantrum, of the 48th New York volunteers, for the purpose of transporting them up the river as far as Dunn's creek. They were not prepared to start until dark, when I commenced steaming for the destination, but the pilot making a mistake, the vessel grounded before we had gone a mile. All exertions were made to get her afloat at once, but failed; she did not float again until near four o'clock in the morning, when it was too late to proceed. I anchored off Pilatka until half past two p. m. yesterday, when I got under way and proceeded to the creek. I then embarked the men (41 in all, 3 guides) in our launch, and 1st and 2d cutters. The command then set off up the creek in our boats. I returned to my position off Pilatka. I gave my boats at the request of Colonel Barton, who represented to me the necessity for having them. They returned this afternoon without accomplishing the object intended; none of my crew went. I have supplied the army with the necessary signals

for day and night. The deserters who come in represent the rebels as being 5,000 strong some 14 miles from here, and contemplate making an attack soon. We are prepared for them.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant Commander United States Navy.

Commander G. B. BALCH,
Senior Officer, Jacksonville, Florida.

MAPLE LEAF BLOWN UP BY A TORPEDO.

UNITED STATES STEAM-SLOOP PAWNEE,
Off Mayport Mills, Florida, April 1, 1864.

COMMODORE: I have just received information that the transport Maple Leaf was blown up by a torpedo when she was off Mandarin, distant fifteen miles above Jacksonville.

The Maple Leaf was on her way down the St. John's from Pilatka, and my informant states that her bow was blown off.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer present.

Commodore S. C. ROWAN, U. S. N.,
Commanding S. A. B. Squadron, off Charleston, S. C.

Respectfully forwarded for the information of the Navy Department.

S. C. ROWAN,
Commodore, Commanding S. A. B. Squadron ad interim.

CORRESPONDENCE BETWEEN COMMODORE ROWAN AND GENERAL GILLMORE.

FLAG-SHIP NEW IRONSIDES,
Off Morris Island, S. C., April 2, 1864.

SIR: I herewith enclose, for the information of the department, copy of an official communication this a. m. received from Major General Gillmore, commanding Department of the South, and would respectfully state that agreeably to the request of the commanding general, I have detailed the Unadilla for the specified service.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Comm'dg S. A. B. Squadron ad interim.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 31, 1864.

SIR: I returned from Jacksonville and Pilatka this morning, and in view of the condition of affairs there, I respectfully request that another gunboat may, if possible, be added to the force in St. John's river. Captain Balch entertains the

same views that I do on this subject, and desires me to say that a boat drawing not over 8½ feet of water would be preferable. It is not probable that the additional boat will be wanted these many weeks.

Very respectfully, your obedient servant,

Q. A. GILLMORE,
Major General Commanding.

Commodore S. C. ROWAN,
Commanding S. A. B. Squadron, off Charleston, S. C.

FLAG-SHIP NEW IRONSIDES,
Off Morris Island, S. C., April 2, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo, by the hands of your aide-de-camp, Captain Bragg.

I shall comply with your wishes with great pleasure, and put another gunboat in the St. John's river as soon as Commander Reynolds can prepare the Unadilla. I am greatly in want of the number of vessels necessary to preserve the blockade, and will ask you to do me the favor to direct the general commanding the department of the St. John's to notify Captain Balch when the vessel can be safely withdrawn.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commodore, Commanding S. A. B. Squadron.

Major General Q. A. GILLMORE,
*Commanding Department of the South,
Headquarters, Hilton Head, S. C.*

LETTER OF THANKS FROM BRIGADIER GENERAL G. P. HATCH.

[General Orders, No. 19.]

HEADQUARTERS DISTRICT OF FLORIDA,
Department of the South, Jacksonville, Florida, April 4, 1864.

The brigadier general commanding announces that the marine battery which was so promptly and cheerfully placed on the line of our intrenchments when they were first thrown up in the vicinity of Jacksonville, and at a time when it was much needed, has been ordered on board the sloop-of-war Mahaska.

The brigadier general commanding takes this opportunity to return his thanks to Captain G. B. Balch, commanding United States naval forces on the St. John's river, for his kindness, and to Ensign Augustus E. French, and the petty officers and men under him, for their valuable services, very good conduct, and exhibition of excellent discipline throughout their intercourse with the troops of this command.

By order of Brigadier General G. P. HATCH.

R. M. HALL,
*First Lieutenant 1st U. S. Artillery,
Acting Assistant Adjutant General.*

Captain G. B. BALCH,
Commanding U. S. Naval Forces, St. John's river.

Respectfully forwarded for the information of the department, as acknowledging the services of the navy and the officers named herein.

S. C. ROWAN,
Commodore, Commanding S. A. B. Squadron ad interim.

ATTACK UPON A REBEL BATTERY OFF PILATKA, FLORIDA.

UNITED STATES GUNBOAT OTTAWA,
Off Pilatka, Florida, March 29, 1864.

SIR: I have the honor to report that the enemy appeared in about the same force as on the occasion of my former report, this afternoon, and drove in the pickets. The batteries opened fire on shore, and I opened from this vessel with the 30-pounder and 200-pounder, firing one shell from the latter and nine from the former, when the signal was made to cease firing, the enemy having retired. The vessel was under way during the firing. Nobody hurt.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant Commander United States Navy.

Commander GEO. B. BALCH,
Comm'dg St. John's River Flotilla, Jacksonville, Florida.

EVACUATION OF PILATKA, FLORIDA.

UNITED STATES STEAM-SLOOP PAWNEE,
Off Jacksonville, Florida, April 16, 1864.

COMMODORE: I have the honor to report that our troops evacuated Pilatka on the 14th instant, and are now embarked on transports, and will go north immediately, reports say, to join the army of the Potomac.

I have withdrawn the Ottawa from Pilatka, where you will be pleased to learn she has rendered very good service. She has by my orders taken position off Picolata, a place forty-five miles above Jacksonville, where some two regiments are stationed. Picolata is on the east side of the St. John's, and from this point it was intended to scout that portion of the State between the St. John's and the coast; but this plan may be modified in consequence of the orders lately received to send the troops north.

The Unadilla and Norwich are still up the river, and assisted in convoying the troops.

Lieutenant Commander Lewis, of the Mahaska, rendered valuable assistance also.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,
Commander and Senior Officer present.

Commodore S. C. ROWAN,
Commanding S. A. B. Squadron, off Charleston, S. C.

NAVY CO-OPERATION WITH THE ARMY AT BULL'S BAY.

Report of Commodore S. C. Rowan.

FLAG-SHIP NEW IRONSIDES,
Off Morris Island, S. C., March 12, 1864.

SIR: In compliance with a request of Major General Gillmore (copy of which is enclosed) I sent a naval force, under the command of Captain Joseph F.

Green, to co-operate with the army at Bull's bay. The object of the expedition was a diversion.

I enclose a copy of Captain Green's report.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Captain, Com'dg S. A. B. Squadron, pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Joseph F. Green.

UNITED STATES STEAM SLOOP CANANDAIGUA,
Off Bull's Bay Light-house, S. C., March 11, 1864.

SIR: I have the honor to report that, in obedience to your instructions, all the vessels of the outside blockade off Charleston, excepting the Wabash, rendezvoused off Bull's Bay light-house at six o'clock on the morning of the 9th instant. Seven army transports arrived in the course of the forenoon and immediately proceeded in over the bar, which had previously been buoyed, preceded by three gunboats.

Bull's island was found apparently unoccupied. Colonel Gurney, commanding the army part of the expedition, immediately landed a portion of his force, which remained on shore until yesterday morning, when, having accomplished his object, he re-embarked his troops and the expedition left this morning to return.

I took my departure for Port Royal, having ordered the commanding officers of the respective vessels to resume their stations off Charleston, and directing Commander Williamson to report their arrival to Captain DeCamp.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain, and Senior Officer present.

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron, off Morris Island, S. C.

Requisition from Major General Q. A. Gillmore.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 7, 1864.

DEAR SIR: I have directed General Terry, commander on Folly and Morris islands, to make a demonstration or display of force to engage the attention of the enemy for a day or two, and have to request that, if not inconsistent with the interests of the service confided to you, you will render him such naval assistance as he may request.

Very respectfully, your obedient servant,

Q. A. GILLMORE,

Major General Commanding.

Commodore ROWAN,

Commanding U. S. Naval Forces before Charleston.

ATTEMPT OF A TORPEDO "DAVID" TO BLOW UP THE UNITED STATES STEAMER MEMPHIS.

Report of Commander S. C. Rowan.

FLAG-SHIP NEW IRONSIDES,
Off Morris Island, March 13, 1864.

SIR: I enclose herewith a copy of the report of Acting Master R. O. Patterson, commanding United States steamer Memphis, giving the particulars of an attempt made by the enemy to blow up that vessel by a torpedo "David." The presumption is, that on the second attack made by the "David," the propeller (just then put in motion) struck the torpedo bearer and broke it off, and possibly disabled the "David."

I have directed out-riggers, &c. to guard against a repetition of the attack.

The commander of the Acacia reports having seen a torpedo-boat on the night of the 11th instant, while cruising off Rattlesnake shoal, but lost sight of it immediately.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Captain, Com'dg S. A. B. Squadron, pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master R. O. Patterson.

UNITED STATES STEAMER MEMPHIS,
North Edisto River, S. C., March 6, 1864.

SIR: I have the honor to report that an attempt has been made by the rebels to blow up this ship, but am happy to state did not succeed.

A 1 a. m. a torpedo-boat was discovered about fifty yards distant, approaching us rapidly on the port quarter from up river. We immediately beat to quarters and slipped the chain; in an instant the torpedo was under our port quarter and we could not bring a gun to bear on her. The watch being armed at the time, we were enabled to concentrate a rapid fire with muskets, revolvers and pistols down upon her, and into what looked like a hatchway, nearly in the centre; the rapid firing seemed to stop her progress, and dropping about twelve feet astern, in an instant she darted ahead again, and at the same time we rang to go ahead, and our propeller, I think, must have caught and broke some of her gear, as she appeared to be disabled and drifted up river; in a few moments they showed a light, at which we fired a 12-pound rifle shot; she then disappeared, and an armed boat was immediately despatched to search for and capture her if possible, but returned without success. This torpedo-boat was about twenty-five feet long, painted lead color, and in appearance was like a ship's boat in the water, bottom up.

I am, sir, very respectfully, your obedient servant,

R. O. PATTERSON,

Acting Master, Commanding.

Captain S. C. ROWAN,

Commanding S. A. B. Squadron.

EXPEDITION FOR THE CAPTURE OF THE LITTLE ADA.

UNITED STATES STEAMER WINONA,
Off Suwanee River, S. C., March 25, 1864.

SIR: In obedience to your order of the 21st instant, directing us to proceed off the Santee river and to prevent the steamer loading at McClellanville from going to sea, and to use such efforts to capture said steamer as might best meet that end consistent with safety, I have to report that I left Charleston harbor in this vessel on the morning of the 23d instant, and arrived off the Santee at 5.30 p. m. of the same day. After making a careful reconnoissance of the north and south mouths of the Santee, I decided that there must be the deepest water in the latter, and anchored this vessel as near there as was prudent. At sunset I started a boat expedition in command of Acting Master E. H. Sheffield, executive officer of this vessel, consisting of the gig, second and third cutters, Acting Ensign William McKendry in charge of one cutter, and Acting Master's Mate L. A. Cornthwaite in charge of the other, Acting Second Assistant Engineer W. J. Barrington, Acting Assistant Surgeon Charles Little, and twenty-one of the crew. I gave Mr. Sheffield orders to proceed up the Santee, and if he discovered the steamer Ada to either destroy her or bring her out. At 4 a. m., on the 24th, the expedition returned, Mr. Sheffield reporting that he went 12 miles up the river, passed a village 11 miles up on the right bank, two wharves and several warehouses, but saw no vessel. The party was not discovered. At 11 a. m. communicated with the United States steamer Paul Jones. I learned from her pilot (a colored man and familiar with the country) that McClellanville is a small village on a salt water creek that makes into the sea just to the northward of Cape Roman, about eight miles distant. I started for the above-mentioned creek at 4 p. m. and anchored the Winona in sixteen feet of water near there at 5 o'clock. I again started the expedition with the same officers and men, having learned that the country on either side of the creek, up to the village, was nothing but a marsh. I ordered the officer in command to so time it as to arrive there on the commencement of the ebb tide, and to reconnoitre the first firm ground well before proceeding further. At 6 o'clock p. m. the expedition returned. Acting Master Sheffield reports that in consequence of the darkness of the night and the many bayous making into the creek, it was with great difficulty that he kept in it—in fact, several times he lost his way. At 6 a. m. this morning he discovered the village and a steamer lying at anchor off the bank, it being by that time broad daylight, and being fearful that he had been discovered, he determined to attempt the capture of the steamer. The boats got within a few hundred yards before they were perceived by the enemy. At this time a large number of men were seen rushing about the steamer's deck, and a boat was lowered immediately after. The gig and second cutter boarded her on the port side, the third cutter running across her bow, intercepting a boat which had the captain in her, and forcing him to return on board. The surprise was complete, and in five minutes the captain and crew were disarmed and below decks, with a sentry at each hatch. There being no indications of a battery, Mr. Barrington at once started fires; the chain was hove short, but she was so fastened with stern moorings that the chain could not be slipped, and they proceeded at once to cut it with cold chisels. Soon after a masked battery of three rifled guns (supposed to be about 12-pounders) opened on the steamer at short range, the shot striking about amidships, going in one side and out of the other, one shot penetrating the steam drum and another the boilers, destroying tubes, &c.; in fact, they had the range so perfectly that their shot completely riddled her; they were evidently prepared for an attack, as they had a target placed ahead and one astern of her, and were determined to disable her in case she was boarded. At

this time it was broad daylight, and as by remaining longer there would have been great danger of having the boats sunk, Mr. Sheffield had all the arms passed into them and reluctantly withdrew, feeling assured that the capture of our small force would have been the result had he not done so. The steamer proved to be iron, with scarcely any wood-work about her; what little there was of an inflammable nature about the vessel was wet, as it was raining heavily at the time. In consideration of this and the fact that there was no cargo on board, it was deemed best not to attempt to fire her; in fact to have remained five minutes longer would have imperilled the lives of the whole party, the enemy's fire being so severe. The steamer is not the *Ada*, as supposed, but the *Little Ada*, of Glasgow, commanded by a Baltimorean named Martin. He remarked to our officers that they had done their work well, and asked only to be treated as a gentleman and as a prisoner of war. No sooner did the boats leave, however, than this same man opened a fire on them from a small Whitworth gun which the *Little Ada* had mounted on her deck, and this fire was kept up some time after the batteries had ceased theirs, shrapnell bursting near the boats when they were a long distance off.

I cannot speak in too high praise of the conduct of the officers and men, with but one exception, Charles M. Muldoon, an ordinary seaman, an Englishman, and a man of no character, who deserted to the enemy. Although there was an abundance of liquor on board, and it was offered freely to the men, not one would take it, though they were cold and wet at the time. I was compelled by necessity to include five colored men in the party, and they behaved admirably under fire.

In conclusion, I wish to recommend to the favorable consideration of the Navy Department Acting Master E. H. Sheffield, Acting Ensign William McKendry, and Acting Master's Mate L. A. Cornthwaite. Acting Ensign William McKendry applied some time since for an appointment, and I think he has well earned promotion. Acting Assistant Surgeon Charles Little and Acting Second Assistant Engineer W. J. Barrington also deserve much credit for their coolness and zeal.

I am, sir, respectfully, your obedient servant,

A. W. WEAVER,

Lieutenant Commander.

Com. STEPHEN C. ROWAN,

Com'dg S. A. B. Squadron, Flag-Ship New Ironsides, Charleston harbor.

Respectfully forwarded for the information of the department.

S. C. ROWAN,

Commodore, Com'dg S. A. B. Squadron ad int.

RECONNOISSANCE UP CHICKISEE AND COLLETON RIVERS.

Report of Lieutenant Commander E. E. Stone.

UNITED STATES STEAMER CHIPPEWA,

Port Royal, South Carolina, March 31, 1864.

SIR: Agreeably to previous arrangement I got under way this morning having on board one hundred men from the 85th Pennsylvania regiment, under command of Colonel Howell, and proceeded on a reconnoissance, in company with the picket tug-boat Thomas Foulkes, up Chickisee and Colleton rivers. At the mouth of the Colleton river a few men were landed to search the houses on one of the Seabrook plantations; after leaving which, and while proceeding

up the river, we were fired upon from the wooded bank, on the port hand, by the enemy's riflemen. The fire was immediately returned by grape, canister, and shell, and I regret to state that two of our men were wounded; one slightly, the other severely in the arm. We found no obstructions or indications of batteries as far as we went, which I judged to have been about ten miles. Neither did we see more than twenty men in one body. The usual picket and signal stations were seen at the commanding points.

I am satisfied that there are no obstructions in Colleton river, except at points too high up for this vessel to be carried with safety or efficiency.

Accompanying please find surgeon's report of wounded.

Respectfully, your obedient servant,

EDWARD E. STONE,

Lieutenant Commander United States Navy.

Captain S. C. ROWAN,

Com'dg S. A. B. Squadron pro tem., off Charleston, S. C.

Casualties on board the Chippewa.

UNITED STATES STEAMER CHIPPEWA,

Port Royal, South Carolina, March 31, 1864

SIR: I have to report the following as a list of the casualties occurring to-day in the skirmish with the enemy on the Chickisee river, viz:

Michael Gorman, coal-heaver, gun-shot wound in left arm, very slight; Edward Reeves, first-class boy, (colored,) gun-shot wound of left arm, near the shoulder, passing through and grazing the humerus, making quite a serious flesh wound.

I am, sir, very respectfully,

H. L. GIBBS,

Acting Assistant Surgeon.

Lieutenant Commander E. E. STONE,

Commanding U. S. Steamer Chippewa.

CAPTURE OF STEAMERS GENERAL SUMTER AND HATTIE.

FLAG-SHIP NEW IRONSIDES,

Off Morris Island, April 2, 1864.

SIR: I herewith enclose extract from a communication received from Commander Balch, reporting the capture of the prize steamers General Sumter and Hattie Brock, also copy of a letter of instructions to Commander Balch, as to the temporary disposition of these vessels. I am not yet in possession of the detailed reports of the respective captures, which, when received, will be forwarded for the information of the department.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Commanding S. A. B. Squadron ad int.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander G. B. Balch.

[Extract.]

UNITED STATES STEAM-SLOOP PAWNEE,
Off Jacksonville, Florida, March 23, 1864.

COMMODORE: I have the honor to report the arrival at this place of the Columbine and her prize, the steamer Sumter, as also the steamer Hattie Brock, captured by the prize steamer Sumter, armed and manned by a detachment of officers and men from the Pawnee, under the command of Acting Master J. C. Champion of this ship. I have not, as yet, received a detailed report from Mr. Champion, but will soon do so, as also a list of property secured by the expedition sent up the St. John's. I may mention, however, that 130 bales of cotton were brought down, $13\frac{1}{2}$ barrels of turpentine, and some 25 barrels of rosin, also railroad iron, &c.

The Hattie Brock is valuable, and will carry some 200 or 300 bales of cotton, and is fitted up as a passenger boat and has a fine saloon. She has been employed in transporting stores down the St. John's, which were brought over from Smyrna, doubtless having run the blockade.

At the earliest possible moment I will send exact lists of property captured, and I very respectfully ask instructions in reference to the two prizes, as also in relation to the captured property. May I ask that you will, as early as convenient, give me instructions as to how I shall proceed in these cases. I deem it proper to state, that a properly constituted court exists in this department of Florida, Judge Frazer, who has lately held court at Key West, where he has adjudicated many cases of prizes.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commanding, and Senior officer present.

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron, off Charleston, S. C.

DESTRUCTION OF PENNEMAN'S MILL, IN ST. ANDREW'S SOUND, GA.

UNITED STATES BARK BRAZILIERA,
St. Andrew's Sound, Ga., April 14, 1864.

SIR: On the night of the 7th instant I took the guard-boat up the Saltilla river, and destroyed a saw-mill known as the Penneman's mill, situated 27 miles from the sound. The building was used as a picket station, and was at work cutting cross-pieces for a railway. We landed cautiously and effected our purpose. After exchanging a few shots with the rebels, they withdrew, giving us full sway.

Per United States steamer Oleander I send to Port Royal two contrabands that escaped from the main on the 12th. I also send J. J. Hall, seaman, sent north for medical treatment. Received per United States steamer Oleander a circular from Navy Department, dated March 6; also general order No. 30.

I have the honor to remain, very respectfully, your obedient servant,

W. T. GILLESPIE,

Acting Master, Commanding.

Commodore J. C. ROWAN,

Commanding S. A. B. Squadron pro tem.,

United States Steamer New Ironsides,

off Charleston, South Carolina.

NAVY AND ARMY EXPEDITION UP THE ST. JOHN'S,—CAPTURE OF COTTON, &c.

Report of Commodore S. C. Rowan.

FLAG-SHIP NEW IRONSIDES,

Off Morris Island, April 14, 1864.

SIR: I have the honor to enclose, for the information of the department, communication received from Commander G. B. Balch, senior officer present in the St. John's, under date of April 1, enclosing detailed reports of Acting Master J. C. Champion of the Pawnee, and Acting Ensign F. W. Sanborn of the Columbine, of the expedition up the St. John's, together with invoices of captures made during the expedition, and list of prisoners taken from the steamer General Sumter.

Also communication, under date of April 5, from Commander Balch, enclosing copy of his letter to Brigadier General J. P. Hatch, commanding United States forces in Florida, together with the reply of General Hatch.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Commodore, Commanding S. A. B. Squadron ad interim.

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.**Report of Commander G. B. Balch.*

UNITED STATES STEAM SLOOP PAWNEE,

Off Mayport Mills, Florida, April 1, 1864.

COMMODORE: I have the honor herewith to enclose, for your information, the detailed reports of Acting Master J. C. Champion of the Pawnee, and Acting Ensign F. W. Sanborn of the Columbine; as also invoices of articles captured during the expedition up the St. John's.

The indefatigable labors of these officers, and those under their command, call for a warm acknowledgment in their favor, and I respectfully beg leave to testify my appreciation of the service rendered by Acting Master J. C. Champion and Acting Ensign F. W. Sanborn, as also Acting Master's Mate T. L. Fisher and W. B. Spencer. Mr. Alfred Adamson, 2d assistant engineer of the Pawnee, and Mr. Arthur Price of the same vessel, rendered valuable service in working the engines of the prizes; indeed all hands did well and succeeded in penetrating the St. John's river two hundred and twenty miles above Jacksonville, bringing away two steamers and some ninety-three bales of cotton, and other valuable property.

I should be greatly gratified if Acting Master J. C. Champion, Acting Master's Mate Thomas L. Fisher of the Pawnee, and Acting Ensign F. W. Sanborn and Acting Master's Mate W. B. Spencer of the Columbine, could be promoted one grade, respectively. I feel well assured that they would endeavor to merit consideration in the future for such promotion, and I cheerfully ask for it for them, but entirely without their solicitation.

I am, very respectfully, your obedient servant,

GEORGE B. BALCH,

Commander and Senior Officer present.

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron, off Charleston, S. C.

The recommendation contained in above communication approved, and forwarded for the consideration of the department.

S. C. ROWAN,
Commodore, Commanding S. A. B. Squadron ad interim.

Report of Acting Master J. C. Champion.

UNITED STATES PRIZE STEAMER HATTIE,
Off Jacksonville, March 23, 1864.

SIR : I have the honor to report, in obedience to your orders of the 9th instant, I proceeded up St. John's river in charge of the Pawnee's launch in tow of the United States steamer Columbine, having under my command Acting Master's Mate Thomas L. Fisher and twelve men as volunteers, Second Assistant Engineer Alfred Adamson, Third Assistant Engineer Arthur Price, and four firemen. On the morning of the 10th instant anchored off Pilatka; shortly after, army transports, conveying troops, arrived to occupy the town. Ascertaining from Colonel Barton, who was in command, that the services of the Columbine and launch were not requisite for their protection, we proceeded up the river to Buffalo Bluff, where we found one Hampton Daniels, who kindly offered to guide us where a quantity of spirits of turpentine and rosin were hidden. Under his guidance we went in the launch up the Oclawaha river nearly five miles, then up a creek to the right nearly one and a half mile, there obtaining thirteen barrels of turpentine and twenty-five barrels of rosin. As Colonel Barton expressed a wish for us to return on the 11th to Pilatka, we did so. At daylight of the 12th instant we again left Pilatka, and proceeded up the river, and at 6.30 p. m. anchored in Great Lake George, near Drayton's island. Seeing a suspicious light on the main land, we went in the launch to ascertain the cause of the same; finding nothing unusual, we proceeded to the house of W. P. Rembert, on Drayton's island, to ascertain the whereabouts of his son, whom I learned was in the rebel service, but was anxious to get clear, but did not succeed in finding him. At 10.30 p. m. returned to the Columbine, and found that during my absence she had captured the river steamer Sumter on her passage from the upper lakes to the Oclawaha with only a few passengers. Transferred the passengers and crew of the Sumter (excepting the cook, whom we retained as guide) to the Columbine. I then assumed command of the Sumter, transferring all arms and ammunition from the launch, also the officers and crew under my command, together with Acting Master's Mate W. B. Spencer, Acting Third Assistant Engineer Henry Johnson and six men from the Columbine. At midnight proceeded up Great Lake George and St. John's river. Owing to defective machinery and want of wood we did not reach Lake Monson until the morning of the 14th instant. As soon as we could see the landmarks, we proceeded across the lake to St. John's river, and followed it up to Deep creek, where we found the steamer Hattie. At 4 p. m. I assumed command of the Hattie, giving the command of the Sumter to Acting Master's Mate Spencer. At 4.15 p. m., with the Hattie in tow of the Sumter, we proceeded down the river, the engineers and men of their department in the meantime overhauling the Hattie's engines and putting them in working order, and were obliged to make wooden valves for the feed-pumps, as the original ones had been taken away. Stopped at Watson's landing, where we saw cotton on our passage up, and took the same on board of the Hattie, finding it stowed in five different places at some distance apart. At 10.30 p. m. proceeded down the river. At 11.30 p. m. started the engines of the Hattie, and found them to work finely. Owing to some defect in the Hattie's rudder, or her bad steering

qualities, we were obliged to be towed by the Sumter. Notwithstanding all precautions we could not keep her clear of the overhanging trees in this very narrow and circuitous river; consequently I was not able to deliver the Hattie to you in as good order as we found her. On the afternoon of the 16th we were joined by the United States steamer Columbine (the Columbine having returned to Pilatka, when I assumed command of the Sumter, and was again sent back to look for us) at the head of Lake Monroe. The three steamers then proceeded to the wharf at Enterprise to procure wood; while there we found a small metallic boat belonging to the Hattie, which we took possession of. After wooding, all steamed out in the centre of the lake and anchored for the night, having brought away the following colored persons: three females and one male belonging to Mr. Sanchez, two males of Gilcad Parsons, one male of Captain Brock, and one female of John Sinclair. The colored man of Captain Brock informed Acting Ensign Sanborn, commanding the Columbine, where there was some sugar intended for the rebel army. The Columbine returned for the sugar, near Enterprise, on the morning of the 17th, while the Hattie, accompanied by the Sumter, proceeded down the lake. During the afternoon we were rejoined by the Columbine (she having obtained some sugar and destroyed all but one of the kettles where it was manufactured) and taken in tow by her. At 8 a. m., March 18, stopped at Volusia for wood, and there found a cotton-gin, grist-mill, steam-engine, two worthless rifles, and a small quantity of unginned cotton, which articles we took possession of, and destroyed a boiler. The place is owned by a man named Doyle, whom I learned was in the rebel service. At 10.30 a. m. proceeded down the river. At noon the Columbine and Hattie were fast on the bar at the head of Great Lake George, and not until 7 p. m. of the 19th were we over it; then anchored for the night. Before the Columbine succeeded in crossing, every movable article was taken from her. With Hattie on one side and Sumter on the other, she was then raised nearly eight inches by wedges and long levers placed upon the guards of the prize steamers. At 9 a. m. of the 20th instant came to anchor near Rembert's plantation, on Drayton's island, to obtain wood, and while there captured the son of W. P. Rembert, who had been in the rebel service. Learning from Rembert's overseer that eighty rebels were lying in wait for us at Fort Gates, near Little Lake George, we barricaded ourselves with bales of cotton, but passed the place without seeing any one. At Gardusi's distillery, below Welaka, we stopped to take possession of all the copper apparatus for distilling spirits of turpentine; in the mean time sent the Sumter with the launch's crew in charge of Master's Mate Spencer up the Oclawaha to obtain a large quantity of rosin that we left there on our first trip. The Hattie, in tow of the Columbine, proceeded down to Pilatka. At 8 p. m. anchored off the town. On the 21st, the Sumter not making her appearance, with your permission the Columbine went in search of her after towing the Hattie to Pilatka wharf, that we might obtain wood and take in our first capture of spirits of turpentine, rosin, and five bales of cotton—the latter obtained at Drayton's island. At 10 a. m. the Columbine returned with the Sumter in tow, the latter having her engine in a disabled condition. Acting Master's Mate Spencer reported that he was unable to reach the position of the rosin with the Sumter, or even by boats, as the rebels had felled trees across the river in many places. At noon the Hattie and Sumter, in tow of the Columbine, left Pilatka wharf and proceeded down the river. At 5.15 p. m. stopped at Socai's landing to take in some railroad iron belonging to St. John's and St. Augustine railroad, but owing to a severe storm were unable to work. By noon of the 22d instant had taken in all the loose railroad iron, obtained wood, and proceeded down the river. At dark anchored near Piney Point for the night. At 5 a. m. of the 23d, under way; proceeded down the river. At 7 a. m. came to anchor off Jacksonville, having been in the enemy's country nearly two weeks, without meeting any rebels with arms or any accident worthy of note.

The officers and many of the crew under my command did nobly during this tedious expedition, and I would especially recommend Thomas L. Fisher, master's mate, and Charles McDonald, seaman, for promotion.

I would call your attention to the valuable services that Captain Tumblin (who was in command of the Sumter when captured) has rendered us in acting as pilot of the Columbine; also to the following colored persons, to whom we are indebted for the capture of the Hattie and cotton: Henry, acting ship's cook of the Columbine, and Willie, who was cook of the Sumter when captured.

Very respectfully, your obedient servant,

JOHN C. CHAMPION,
Acting Master U. S. N.

Commander GEORGE B. BALCH,

Senior Officer present, Com'dg Naval Forces in St. John's River, Fla.

Report of Acting Ensign F. W. Sanborn.

UNITED STATES STEAMER COLUMBINE,
St. John's River, Florida, March 20, 1864.

SIR: I have the honor to report to you, that I left Pilatka with this vessel on the morning of the 14th, and at night anchored ten miles to the southward of Great Lake George, having lightened her across the bar.

At early daylight of the 15th, again weighing anchor, I ran to Enterprise by three, we having wooded at Hawkinsville. On my arrival here I saw the Sumter and Hattie approaching, when I anchored and waited their approach. Just before reaching Enterprise the vessel caught on fire, but was soon extinguished. After communicating with the other vessels, we all ran to the wharf and wooded up, after which we anchored in the mouth of the lake.

Having received information of a sugar refinery being in operation, making sugar for the Confederate States, about two miles from Enterprise, I determined to destroy it, and for this purpose, on the morning of the 16th, I sent Mr. Davis with the launch, and seven of the 48th New York ashore. He succeeded in destroying the greater portion of the works, and by impressing negroes, cattle, and wagons, in transporting the greater portion over about a mile and a half of country to the river, where I put it on board the Sumter. I would have more entirely destroyed it, had I deemed it worth the loss of life; but as a force of thirty or forty guerillas were approaching, and as they outnumbered us, we retired.

As the Hattie had gone down the river ahead, I took the Sumter in tow, and ran down the river. I had not gone over ten miles before I found the Hattie ashore, unmanageable; I took her in tow, and at night anchored about ten miles from Volusia.

On the morning of the 17th ran to Volusia, at which place we found a cotton-gin and corn-mill, together with a good engine and boiler, which last we destroyed, taking the rest on board the Hattie. We also found some cotton unginned, but while removing it on board the Hattie some person or persons unknown set it and the store-house on fire, both of which were soon consumed and destroyed. At about 3 p. m. we again started down the river. Just before reaching the bar at Great Lake George I let go the other vessels, and attempted to cross the bar, but could not; the Hattie also grounded. I endeavored to get her off, working till late, discharging shell, provisions, and fuel. The Hattie was unsuccessful in getting off the bank.

On the morning of the 18th I requested Mr. Champion to send me some men, which he kindly did; and I used every available means in my power to get

off, without success. I then sent my heavy deck tackles and my own crew to the Hattie, and they succeeded in getting her afloat. Coming alongside, they (the Sumter and Hattie) endeavored to pull this vessel off, but were unsuccessful. Both vessels having by this time become short of wood, I despatched the Sumter to Volusia for some, at 4 p. m. At 7.30 p. m. she returned, bringing two heavy timbers, which I sent for to assist in getting the ship afloat.

On the morning of the 19th I got the Sumter on one side and the Hattie on the other, and succeeded in getting afloat and over the bar; came to anchor 7.30 p. m. over the bar, and by 10 p. m. we had again received on board my guns, ammunition, and stores. At 7 p. m. weighed anchor and crossed the lake, stopping at Mr. Rembert's place to wood up. I went on shore and arrested Mr. W. P. Rembert, jr., formerly a lieutenant in the Confederate States army. After wooding, ran to Welaka, where we again wooded up. The Hattie taking on board the boiler and worm of a turpentine distillery from here, I sent the Sumter with some men up the Oclawaha, to take on board some rosin which was about five miles up the river; giving orders to use all possible haste and to follow us to Pilatka. After getting the copper boiler and worm on board, we immediately started for Pilatka, where we arrived at 8 p. m.

Respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

Commander GEORGE B. BALCH,

Senior Officer present, Com'dg Naval Force, St. John's River.

Vessels and materials captured.

UNITED STATES STEAMER COLUMBINE,
St. John's River, Florida, March 25, 1864.

SIR: I have the honor to report the capture of the following prizes:

March 11, 1864.—The Pawnee's launch captured twenty-five barrels rosin and thirteen barrels spirits turpentine on the Oclawaha river.

March 12.—We captured the Confederate States steamer General Sumter on Big Lake George. She had on board one barrel copperas and one spy-glass. The spy-glass was expended for the Columbine's use.

March 13.—We captured five bales cotton, marked W. P. R., belonging to W. P. Rembert.

March 14.—The steamer Hattie captured by the prize steamer General Sumter, in Deep creek. Captured ninety-three bales cotton at Watson's landing, and put it on board of the prize steamer Hattie; the weight of which is in Acting Master Champion's report.

March 16.—We captured and put on board the prize steamer General Sumter five barrels of sugar; the weigh of which is in Acting Master Champion's report.

March 17.—One cotton-gin and engine captured at Volusia, belonging to Doyle.

March 20.—One copper boiler and one copper worm captured at Welaka, belonging to Gardiner.

March 21.—From five to six hundred bars of railroad iron captured at Decoy, belonging to St. John's Railroad Company.

(Two barrels sugar expended for ship's use.)

I have the honor to remain, very respectfully, your obedient servant,

F. W. SANBORN,
Acting Ensign, Commanding.

UNITED STATES STEAMER COLUMBINE,
St. John's River, Florida, March 25, 1864.

SIR: I have the honor to report to you the names of the prisoners taken aboard of confederate steamer General Sumter, March 12, 1864.

W. W. Tumblin, captain of the steamer; O. C. Skinner, engineer; Berry Justice, deck hand; William Leman, deck hand; Amos Emanuel, passenger; A. C. Emanuel, passenger; S. G. Cabbell, passenger; T. R. Craig, passenger; D. H. Welles, passenger; G. M. Bowen, passenger.

I have the honor to remain, very respectfully, your obedient servant,

F. W. SANBORN,

Acting Ensign, Commanding.

Commander GEO. B. BALCH,

Commanding Naval Forces, St. John's River, Florida.

Correspondence between Commander Balch and General Hatch.

UNITED STATES STEAM SLOOP PAWNEE,
Off Mayport Mills, Florida, April 5, 1864.

COMMODORE: I have the honor herewith to transmit the reply of Brigadier General J. P. Hatch, commanding district of Florida, to the letter which I addressed to him by your order of March 28 ultimo, as also a copy of my letter to the general.

I deem it proper to report that I have sent the Mahaska and Norwich up the St. John's for the purpose of more effectually patrolling the river, and have directed that they convoy all transports going up and coming down.

The Mahaska and Norwich have that portion of the river below the flats at Orange mills, and the Ottawa, assisted by the Harriet A. Wood, the portion above the flats.

I was informed by the commanding officer at Pilatka, two days since, that the enemy intended putting up batteries on the river, as he learned from rebel deserters.

I have the honor to acknowledge the receipt of your order of the 25th ultimo, directing me to detain the Pawnee until I received further instructions.

With the Mahaska and Norwich up the river, I do not think that the communications with Pilatka can be seriously threatened. Batteries will probably be thrown up on the bluffs favorably situated for the annoyance of our transports; but we shall be able to drive the enemy out of them.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, and Senior Officer present.

Commodore S. C. ROWAN,

Com'dg S. A. B. Squadron, Flag-ship New Ironsides, off Charleston, S. C.

UNITED STATES STEAM SLOOP PAWNEE,
Off Mayport Mills, Florida, April 4, 1864.

SIR: I am in receipt of a communication from Commodore S. C. Rowan, commanding South Atlantic blockading squadron, in which he expresses a desire to obtain the views of the commanding general of the United States troops in Florida in reference to the necessity of retaining the naval forces in the St. John's.

May I ask that you will, at your earliest convenience, be pleased to inform me if there be a necessity for retaining the naval forces in the St. John's, and if the whole naval force now here is necessary, or if the naval force may, without detriment to the public service, be reduced.

I am, general, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, and Senior Officer present.

Brigadier General G. P. HATCH, U. S. A.,

Commanding District of Florida, Headquarters, Jacksonville.

HEADQUARTERS DISTRICT OF FLORIDA,

Department of the South, Jacksonville, Florida, April 5, 1864.

CAPTAIN : I have the honor to acknowledge the receipt of your letter of yesterday's date, informing me that the commander of the South Atlantic blockading squadron desires my views as to the necessity of a naval force in the St. John's river.

In answer, I would state that I consider it very important, I may say necessary, that a naval force should be retained here as a patrol of the river, to aid us in the event of an attack, and to cover the landing of the troops at other points.

The points of Jacksonville and Pilatka, although important as political positions, to be used in inducing the people of the State to return to their allegiance, are not strategical, and are both closely invested by the enemy. To make an advance, it would be necessary to transport the troops to other points, and the landing should be under cover of a strong naval force.

The length of the river now occupied, (one hundred miles,) requires for its thorough patrol a naval force of the size of the present squadron. In this opinion General Gillmore concurs.

Very respectfully, your obedient servant,

GEO. P. HATCH,

Brigadier General, Commanding.

Captain GEO. B. BALCH,

Commanding U. S. Naval Squadron in St. John's River.

RECONNOISSANCE UP MAY RIVER.

UNITED STATES STEAMER CHIPPEWA,

Port Royal, S. C., April 19, 1864.

SIR : On the morning of the 7th instant I proceeded on a reconnoissance up May river, accompanied by Colonel Howell, who had with him a detachment of seventy-five men of the 85th Pennsylvania regiment, on board the picket boats Thos. Foulkes and Croton. On arriving at the deserted plantation of James Kirk, and within a mile of the town of Blufftown, a landing was effected and the pickets driven in, after an exchange of a few musket-shots, and two or three from the 30-pounder Dahlgren rifle of this ship. Having found that there were no obstructions in the river, and that the enemy were not in force at or near Bluffton, we returned to our night station.

Respectfully, your obedient servant,

EDWD. E. STONE,

Lieutenant Commander United States Navy.

Commander WM. REYNOLDS,

Commanding Naval Station, Port Royal, S. C.

TORPEDO ATTACK ON THE WABASH.

UNITED STATES STEAMER WABASH,
Off Charleston, S. C., April 19, 1864.

SIR: I have to report that last night at about 9.45 an object was discovered by Ensign Charles H. Craven, the officer of the deck, on the starboard quarter, distant about one hundred and fifty yards, which corresponded in shape and movements to the torpedo boat which sunk the Housatonic. It moved rapidly up against the tide till about the mainmast, then turning, stood directly for the ship. Ensign Craven opened fire with musketry; beat the gong for the crew to assemble at quarters; rang four bells for the engine to go ahead; opened fire with the watch with the starboard battery; and gave orders for slipping the chain. The men rushed quickly to their quarters; the ship moved ahead; the chain was slipped, and when the object was being left in the quarter, distant at the time about forty yards, a round shot is supposed to have struck it; at all events, the second shot struck in its immediate vicinity, and it was seen no more. One round shot was fired from each of the spar-deck guns on the starboard side, and the crew were kept at their quarters, while, with the helm hard a-port, the ship kept cruising round the spot.

The marines were also stationed along the starboard side, where they could use their pieces to advantage. Signal was made to the effect that "rams were coming," as that most likely to place the other cruisers on their guard, and soon the Canandaigua and Flag came up within hail. Chaplain Davis, Paymaster Richardson and Dr. Burbank all saw the object spoken of, which corresponded exactly to the description given of the torpedo boat which sank the Housatonic, except that this had but one elevated place or turret.

I am, sir, very respectfully, your obedient servant,

J. DE CAMP, *Captain.*

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron, off Charleston, S. C.

DESTRUCTION OF A MILL AND 5,000 BUSHELS OF RICE NEAR WINYAH BAY, S. C.

UNITED STATES STEAMER CIMARRON,
Winyah Bay, S. C., April 22, 1864.

SIR: Having learned from a contraband whom we picked up on South island on the 30th instant, that the rebels were removing rice from a mill about five miles distant to the main land, I determined, if possible, to take them prisoners and to destroy it.

This report was confirmed by Prince, our pilot, a very reliable man, who informed me that the rebels had some 15,000 bushels of rice stored in the mill alluded to.

At 10 p. m. of that day I sent an armed expedition of 30 men, in charge of Acting Master John K. Crosby, with Acting Ensign George F. Howes and Acting Master's Mate Edward P. Crocker, to assist him, with orders to land at a point about one mile distant from the mill, to lie in wait until the morning, seize the persons employed in loading the flats, destroy the building and return to the ship. A landing was effected without difficulty, and, guided by Prince, the party reached the mill at midnight and remained quartered there until the following morning, the 21st.

Traces of men, such as foot-prints, and rice scattered around near the landing of the flat-boats, gave unmistakable evidence of their recent presence, and of

the manner in which they had been employed the day before; but no men were seen, neither were any flat-boats discovered. I presume scouts had been stationed on the island to warn them of our approach. They had taken all the rice but about five thousand bushels, which we had no means of removing, and to prevent it from falling into the hands of the enemy the mill was set on fire and completely destroyed, when the party returned to this vessel.

Very respectfully, your obedient servant,

A. K. HUGHES, *Commander.*

Commodore S. C. ROWAN,

Commanding S. A. B. Squadron.

DESTRUCTION OF SALT WORKS AT CANE PATCH, S. C.

UNITED STATES BARK ETHAN ALLEN,
Off Murrill's Inlet, S. C., April 23, 1864.

SIR: I have the honor to submit the following report:

On learning, from contrabands I have on board, of extensive salt-works at a place called Cane Patch, twelve miles N. E. of this inlet, I got under way on the morning of the 21st instant, with a light breeze, and stood along the coast. When eight miles from this inlet we discovered one man and two women by an old house on the beach, waving a white flag. I hove the ship to, and sent in an armed boat in charge of Acting Ensign William Mero. He landed under the cover of our guns. The three came down to the boat, one of the women handing Mr. Mero a note, telling him that some of their party would like to come off that night. The man being a mulatto—contraband—improved the opportunity of making his escape, and came off in the boat. After reading the note, which you will find enclosed, I filled away and stood along the coast. When about two miles further on, I discovered two more negroes on the beach with a white flag; sent a boat and took them on board. I then proceeded on, arriving off the salt-works about two p. m. I hove the ship to, opposite the works, and within easy range. My executive officer being unwell, I left him in charge of the ship, taking Acting Ensign Wm. Mero and twelve men with me, and landed safely near the works. I deployed part of the men as pickets, to prevent a surprise, Mr. Mero taking the remainder as a working party to destroy the works. On examination we found the works much more extensive than I expected, they being partly concealed from the ship by a high sand ridge. There were four separate works, each containing twelve large pans, the water being raised from the beach by horse-power, leading into a cistern large enough to contain one hundred thousand gallons, built of timber, planked and caulked on the inside. There were twelve pans ready for setting, also timber and materials for extending the works to double their size. There were about thirty buildings, three of them large warehouses, built of heavy logs, containing about two thousand bushels of salt, a large quantity of rice, corn, and bacon. One of the warehouses was constructed as a block-house, with loop-holes on all sides. The salt pans were six feet by four, and from six to eighteen inches deep, and of cast-iron, which were easily broken. After breaking all the pans, making it impossible to repair them, and having no other way of destroying the salt, I had it mixed with sand as far as time would allow, then set fire to all the buildings, also to about fifty cords of pine wood. The buildings being built of pine logs, were soon enveloped in flames. On landing, we discovered two white men and one old negro behind a fence, who immediately gave themselves up. The rest, about thirty in number, took to the woods on our approaching the shore. While we were destroying the works, four negroes came out of the

woods and assisted us in the work of destruction. Two of them wishing to get their families before leaving, I allowed them to remain, also the old negro who had his cabin near by; his wife being a free woman, he did not wish to leave. Taking the two white men and the two contrabands, we returned to the ship, arriving on board at five p. m., filled away and stood back for the inlet. The wind being light, we made but little headway during the night. At 9 o'clock the next morning we were off "Withers's Swash," and saw a man behind the house before alluded to, waving a white handkerchief. I sent the second cutter, in charge of Mr. Mero, and took him on board. His name is Allen Jones, of North Carolina. He reports himself to be a commissary sergeant of the rebel army. He informed me that the house on the beach had a furnace in it, with boilers for making salt, and that Mr. Chilton, the owner of the works, was in the edge of the woods and wished to communicate with me. I armed and manned two boats, putting them in charge of Acting Master W. H. Winslow, executive officer, and Acting Ensign James H. Bunting, with orders to destroy all the pans. They landed safely, destroyed the works, and returned to the ship at eleven a. m. We then filled away, and arrived off the inlet at four p. m. Enclosed you will please find Mr. Winslow's report.

I am, sir, very respectfully, your obedient servant,

J. A. PENNELL,
Acting Master, Commanding.

Commodore STEPHEN C. ROWAN,
Commanding S. A. B. Squadron pro tem.

DESTRUCTION OF SALT WORKS AT WITHERS'S SWASH, SOUTH CAROLINA.

UNITED STATES BARK ETHAN ALLEN,
Off coast of S. C., April 22, 1864.

SIR: I have the honor to report, in obedience to your orders, I landed at Withers's Swash, with two armed boats' crews, and throwing out one as pickets, in charge of Acting Ensign J. H. Buntin, with the other destroyed six old long steam-boilers, set as salt-pans, with such portions of the masonry as possible, but leaving the building as a shelter for refugees, as per orders. A man named Asa Chilson made the following communication:

That he was a citizen of North Carolina; that he occupied the salt works as a cover to his design of giving himself, and a party of forty others, including one rebel ex-colonel, up to the blockading vessels; that they were in the woods, and he was only waiting for his daughter and certain personal property on the way from his plantation; that he had a quantity of turpentine, which I informed him we could not take; that three weeks from date he would be ready, and when there was no danger, he would hold his arms up vertically, or make a sign a mason would understand, as a signal for us to send boats to take him and party on board. He also informed me that five hours previously, a messenger had gone for a force of cavalry thirteen miles away; so my work being accomplished, I immediately embarked.

I am, respectfully, your obedient servant,

W. H. WINSLOW,
Executive Officer.

J. A. PENNELL,
Acting Master, Commanding.

OPERATIONS ON ST. JOHN'S RIVER, FLORIDA.

*Report of Commander G. B. Balch.*UNITED STATES STEAM-SLOOP PAWNEE,
Off Jacksonville, Florida, May 14, 1864.

ADMIRAL: I have the honor to report that the prize steamer Sumter, in charge of Acting Master J. G. Champion of this ship, returned to this anchorage on the evening of the 12th instant. As you have already been informed, by my letter of the 10th instant, she was sent up for the purpose of carrying supplies to the troops under command of General Birney, near Lake Harney. She successfully accomplished this duty, and returned with a quantity of cotton captured by the general in that vicinity. The cotton was turned over promptly to the treasury agent at this place. Acting Master Champion reports having been fired into several times on his passage down the St. John's, but no one was wounded. On the passage up the river, in company with the Harriet Arveed, a sharp fire from the banks, with small arms, was opened on the vessels, and Charles W. Morgan, O. S., attached to the Pawnee, was slightly wounded. There were no other casualties to report.

I have the honor to report all quiet on the St. John's, from Picolata to the bar.

In two days more I expect to have steam up in this ship, her repairs having been completed, and the machinery and boilers in as good condition as when she left Philadelphia.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, and Senior Officer present.

Rear-Admiral J. H. DAHLGREN,

Commanding S. A. B. Squadron, off Charleston, S. C.

Letter from General Gordon to Commander Balch.

JACKSONVILLE, FLORIDA,

May 20, 1864—12 m.

CAPTAIN: I learn that the rebels have crossed the river some four hundred strong, (said to be.) They have captured another of my pickets about 20 men—the one at Saunders. I have also a picket at Volusia—50 men. I am afraid they will gobble these men up unless I can get a gunboat up stream to intimidate them. The Sumter can reach Volusia and protect them much sooner than I can. I will push up to-night in the Hampton with two hundred men. Can you not start the Sumter immediately for Volusia, and aid me with your gunboats in cutting off these rascals?

Yours,

GEO. H. GORDON,

Brigadier General, Commanding District of Florida.

Commander BALCH,

Commanding St. John's River.

Letter from Captain H. B. Scott to Commander Balch.

HEADQUARTERS DISTRICT OF FLORIDA,
Jacksonville, May 21, 1864—11.40 p. m.

CAPTAIN: The general has just received word from Colonel Noble that the enemy, reported at 400 strong, have captured another post higher up the river. He will go to Picolata himself, and would like it if you will send a gunboat to-night as far up as possible to prevent their recrossing to the west bank of the river.

I am, captain, with great respect, your obedient servant,

H. B. SCOTT,

Captain and Acting Adjutant General.

Commander BALCH,

Commanding Squadron.

Letter from Colonel Noble to Captain H. B. Scott.

HEADQUARTERS, FLORIDA,
East St. John's River, (Haw Creek,) May 26, 1864.

CAPTAIN: I have the honor to report that I am returning from Volusia with the detachment of the 17th Connecticut, who have been stationed there, accompanied by two families of refugees; have five loads of unginned cotton. It is reported to me this morning, by a party of soldiers of the 35th United States colored troops, that the gunboat Columbine was captured (with all on board, except themselves) by the rebels on Monday night. The vessel was disabled by the enemy's cannon from opposite Horse Landing, so that she ran aground, when a party (reported by them to be 200 strong) came off from the other shore and captured the vessel. No further particulars can be gained from these men, except that there were a number killed and wounded on board the ship by the enemy's cannon. These men are without clothing except their shirts. One of them is slightly wounded.

I have the honor to be, very respectfully, your obedient servant,

W. H. NOBLE,

Colonel 17th Connecticut Volunteers, Commanding Forces.

Captain H. B. SCOTT,

Acting Adjutant General, District of Florida.

HEADQUARTERS DISTRICT OF FLORIDA,
Department of the South, Jacksonville, May 27, 1864.

Official. For your information.

JOHN C. GRAY, JR.,

Second Lieutenant and Acting Aide-de-camp.

Commander BALCH, U. S. N.,

Commanding U. S. Squadron, St. John's River, Florida.

LETTER OF REAR-ADMIRAL DAHLGREN TRANSMITTING LETTER OF COLONEL NOBLE.

[Despatch No. 276.]

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, June 20, 1864.

SIR: I take pleasure in forwarding the enclosed for the information of the department.

It is satisfactory to find that the incessant labors of the navy in this quarter are sometimes acknowledged.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

HON. GIDEON WELLES,

*Secretary of the Navy.**Letter of Colonel W. H. Noble to Commander G. B. Balch.*

HEADQUARTERS OF AUXILIARY COLUMN TO GORDON'S COMMAND,

Jacksonville, Florida, June 3, 1864.

CAPTAIN: It is a duty and pleasure to express through you, to the officers and privates of your branch of the service, my high sense of the efficient aid rendered by them to my column in their advance, auxiliary to General Gordon's late expedition.

We found the whole extent of the waters to be traversed by one portion of the expedition had been thoroughly searched for torpedoes, and that in the vicinity of our landing your picket boats had pervaded and patrolled every part of the surface. I desire you particularly to express to Captain Lewis my thanks for his admirable arrangements for the rapid landing of the troops and his efficient supervision thereof.

Accept, also, for yourself our obligations for the prompt and complete arrangements made by you to protect and effect our transportation and debarkation.

I am, captain, with sentiments of high respect and regard, your obedient servant,

WM. H. NOBLE,

Colonel Commanding Auxiliary Column.

Captain GEO. H. BALCH,

Commanding Naval Squadron, St. John's River.

ARMY AND NAVY EXPEDITION UP THE ST. JOHN'S RIVER, FLORIDA.

UNITED STATES GUNBOAT OTTAWA,

Off Bay Point, May 28, 1864.

SIR: In compliance with your instructions of the 22d instant, I got under way in this vessel, with the Columbine in company, and proceeded to Picolata, where I had a consultation with General Gordon on the subject of the expedition. It was arranged that I should take 270 troops on board this vessel and 100 on board of the Columbine, and proceed with them opposite to Pilatka,

and there land them; the Columbine to retain 30 of hers on board as a guard. The steamer Houghton accompanied us with General Gordon and about 300 men. At 4.15 p. m. we arrived at Pilatka, where the troops were disembarked, and the Columbine and this vessel proceeded up the river. I sent the Columbine ahead, as she was the faster, and the object was to reach Volusia as soon as possible. The Columbine was protected by fifty sand bags and some bales of hay. I enjoined caution on the captain, and directed him to make the best of his way to Volusia, and take our troops on board if they were there and return immediately, and if they had been captured to return at once. The understanding between the general and myself was, that I should go on up as far as the pilot could take the vessel, which I thought would be about Brown's landing, two or three hundred yards above Dunn's creek. At 7.20 p. m. of the 22d instant I came to anchor off Brown's landing, about two hundred and fifty yards distant, and just astern of us the Houghton anchored. Not knowing why she came up, I took the dingey and went on board to ascertain, when I was informed that the general thought it best that she should be under the protection of this vessel during the absence of the troops. I had scarcely been told this when I was startled by the report of a field-piece fired at the Ottawa. I immediately jumped into my boat and returned to the ship before she had fired a shot in return, but she was all prepared, and in the act of firing. At 7.50 engaged the enemy, and fired by the flash of their guns; we could distinguish nothing else. The enemy had four field-pieces, of from 6 to 12 pounders I should judge, and fired shell, grape, and solid shot at us and the Houghton. The firing was quite rapid at first and very accurate, but after the third discharge of the 150-pounder rifle they ceased firing entirely, and retreated I presume.

This vessel was struck by grape thirty-seven times, and received a shell through the smoke-stack, carrying away also the mainstay; fortunately there were no casualties. The chain was shipped as soon as possible to get the vessel in motion, as we were too good a target for them. The firing was continued on our side until 9.20 p. m., some time after the enemy had ceased, because I was not certain but what he might be lurking somewhere on the banks, and I spread the fire along the river. At 9.45 p. m. anchored off the mouth of Dunn's creek. At 9 a. m. on the 23d got under way and weighed anchor, which had been shipped. The vessel was not again fired upon. The landing would scarcely be noticed, the woods were very dense, and the undergrowth extends to the water's edge. I do not know whether we inflicted any damage upon the enemy or not, but presume we did, or he would not have ceased firing so soon. I did not feel justified in landing a boat, as it would be in the way if fired upon. It is with pleasure I can testify to the spirited and manly conduct of the officers and men.

On the afternoon of the 24th a messenger arrived from General Gordon, informing me that all had been accomplished by the expedition that could be, and that he wished this vessel to return to Pilatka and embark the troops she had landed there, and that he had sent a messenger to the Columbine to return. I immediately returned to Pilatka and anchored at 5.20 p. m. I then saw an orderly from General Gordon, informing me that as the Houghton was not there he had concluded to go by land to Orange mills and there embark the troops. I remained at anchor all night, with the hope that the Columbine would return, but heard nothing of her. At 11.10 a. m. on the 24th anchored at Orange Mills, but found no troops; the general had embarked part of his men on board of the Houghton, and the remainder he had marched across to Picolata. It left me in an awkward position, as the vessel could not float across the flats. I received on board seven stragglers left behind at Pilatka and from Orange Mills, belonging to the 144th and 157th New York volunteers. On the 28th instant crossed the flats unassisted, and anchored off Bay Point, agreeably to your order.

Accompanying this is a report of ammunition expended in the engagement with the battery.

Very respectfully, your obedient servant,

S. LIVINGSTON BREESE,
Lieutenant Commander, U. S. N.

Commander GEO. B. BALCH,
Com'dg St. John's River Flotilla, Jacksonville, Fla.

EXPEDITION TO CUT THE CHARLESTON AND SAVANNAH RAILROAD.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, May 28, 1864.

SIR: Since my last nothing of importance has occurred. The blockade is maintained as well as it can be with the present force.

In the St. John's our positions are undisturbed, attention being given to tracing out the torpedoes which the rebels are so industriously engaged in placing about the channel, and have already resulted in the loss of three transports by the army.

On the 20th Captain Balch writes to me:

"From information received, by deserters, it is believed that the force immediately in front of Jacksonville has been much reduced; but whether our force here is strong enough to make an advance is somewhat doubtful."

When I returned here on the 22d from Ossabaw I found an expedition preparing by General Birney to ascend a certain stream and sever the railroad.

My co-operation being asked, I directed Lieutenant Commander Stone to take the McDonough, (Lieutenant Commander Phythian,) and the Hale, Acting Master C. F. Mitchell, and render whatever aid might be needed. The Dai-Ching, Lieutenant Commander Chaplin, was to assist so far as circumstances permitted. Two boat howitzers and a detachment of marines were added.

The expedition left this place on Wednesday, and early on Friday the army transports returned.

I was telegraphed that the affair was a failure, with the loss on the part of the army of a fine transport steamer, the Boston, which grounded under fire, and was destroyed to prevent falling into the hands of the rebels; some lives were lost, and about sixty horses were burned.

The Hale and McDonough did not return until the afternoon, not having been informed of the retreat of the troops.

The reports of the commanding naval officers show that the gunboats did the part assigned them satisfactorily and without loss.

Lieutenant Commander Stone was senior officer in command; Lieutenant Commander Chaplin commanded the Dai-Ching; Lieutenant Commander Phythian commanded the McDonough; and Acting Master Mitchell the E. B. Hale. I enclose the reports of these officers.

Captain Boutelle, of the United States coast survey, with his usual zeal, accompanied the gunboats in the Vixen, and skilfully piloted them along the windings of the narrow channel.

I take this opportunity of making my acknowledgments to the eminent head of the coast survey, Professor Bache, for the many advantages which I have derived, while in command here, from the accurate surveys executed by his

orders. Their scientific and practical excellence have never been surpassed in any country, and have rendered them invaluable in conducting operations in this quarter.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Instructions from Lieutenant Commander E. E. Stone to Lieutenant Commander J. C. Chaplin.

UNITED STATES STEAMER VIXEN,

Off mouth of South Edisto River, S. C., May 25, 1864.

SIR: On the receipt of this order you will immediately prepare to accompany General Birney up the Ashapoo river. Captain Boutelle, U. S. coast survey, informs me that you will have no trouble until you arrive at Bennett's Point, at the mouth of Mosquito creek, (marked A in the accompanying tracing,) at which point you may find some difficulty in turning, after which you will find the channel on the port hand. The object of your going is to act as a cover and feint.

General Birney will land to-night at the mouth of Mosquito creek, and take up his line of march on the road towards the Savannah and Charleston railroad, which it is his intention to cut if possible. You will please communicate with the general, and render every assistance in your power, having due regard to the safety of your ship. When the expedition returns you will resume your station.

I shall proceed up the South Edisto with the Vixen, McDonough, and Hale, and to-morrow morning open on Willstown if I can get near enough; therefore you will understand any heavy firing in that direction.

I send you a tracing of the proposed route and points:

A. Bennett's Point.

B. As far as I think it prudent for you to go.

C. The point at which I propose to land two howitzers and a few marines, in case I cannot get up to Willstown with the vessels.

Proposed route of General Birney.

You will find General Birney on board of the Pato, a small side-wheel steamer.

Hoping you will have a merry time,

I remain, respectfully, your obedient servant,

EDWARD E. STONE,

Lieutenant Commander, U. S. Navy.

Lieutenant Commander J. C. CHAPLIN,

United States Steamer Dai-Ching.

Report of Lieutenant Commander E. E. Stone.

UNITED STATES STEAMER CHIPPEWA,

Port Royal Harbor, South Carolina, May 27, 1864.

SIR: In obedience to your orders of the 24th instant, I proceeded with the McDonough, Hale, and Vixen to and up the South Edisto river, as far as Governor Aiken's plantation, on Jehossee island, at which point I landed the marines and two howitzers on field carriages, who were ordered to cross the plan-

ation to a point as near Willstown as they could get. I sent a boat to the point agreed upon with General Birney with the expectation of communicating with him, but was disappointed, no vidette having been found.

On the morning of the 26th, at 7.35, I opened with the howitzers on Willstown, and in the supposed direction of the battery, which we afterwards discovered from the window of one of the mills, but entirely out of range. As soon as the fog lifted the vessels were ordered up as far as it was deemed prudent to go; and fire opened at 11.30 in the direction of the battery and houses at Willstown by the rifle guns of the McDonough and Hale. After firing for a couple of hours orders were given for the vessels to return to the previous anchorage, and for the marines and howitzers to fall back to the place of debarkation. I despatched an armed boat through Mosquito creek to communicate with the Dai-Ching, being anxious to learn the cause of a large fire observed to the westward, and the whereabouts of General Birney. On her return, at 3 o'clock in the morning of the 27th, I received the melancholy news of the disaster to the steamer Boston, and that the general had returned to Port Royal; whereupon the marines and howitzers were ordered on board, and at daylight we proceeded down the river, en route for this place, where we arrived this evening. For the details of the loss of the Boston, and the part taken by the Dai-Ching, in compliance with my orders, are fully set forth in the accompanying report of Lieutenant Commander Chaplin. Although we did not meet the enemy, I am confident, from the alacrity and cheerfulness with which my orders were obeyed, that the naval portion of the expedition would have brought back a far different account than that which must be told of the army.

Enclosed you will please find a copy of my orders to Lieutenant Commander Chaplin, and a sketch showing the points occupied and covered by the forces under my command. Hoping I have carried out your instructions to your entire satisfaction,

I remain, respectfully, your obedient servant,

EDWARD E. STONE,
Lieutenant Commander U. S. Navy.

Rear-Admiral J. A. DAHLGREN,
Com'dg S. A. B. Squadron, Port Royal Harbor, S. C.

Report of Lieutenant Commander J. C. Chaplin.

UNITED STATES STEAMER DAI-CHING,
Saint Helena Sound, May 21, 1864.

ADMIRAL: In obedience to orders from Lieutenant Commander Stone to co-operate with General Birney in his expedition to cut the Charleston and Savannah railroad, I have to report as follows:

The transports, with the exception of the Boston, arrived here at 6.30 p. m., May 25. I immediately called on General Birney for instructions, telling him I had no pilot, but thought I could find one on Ash island. He replied, if I did not find one he would send the captain of the transport Wyoming to pilot this vessel up in the morning, but in the mean time to send the Wild Cat outside to bring in the Boston. All the steamers proceeded up the Ashepoo, with the exception of the Boardman, which grounded near the mouth of the river; the Boston arrived about this time. I sent Acting Ensign Nelson on board the Boardman to render assistance, as he knew the channel; Mr. Nelson afterwards went on board of the Boston to pilot her to Bennett's Point. On his arrival at Mosquito creek he informed Colonel Montgomery that that was the

place where the landing was to be made; Colonel Montgomery, seeing a steamer standing up the river, said his orders were to follow; Mr. Nelson said he could pilot no further. The Boston still kept on, and got in shore, under Chapman's battery, about midnight. At daylight a pilot having been found, I started up the river to carry out my orders; while under way an aid of General Birney's came on board and informed me of the grounding of the Boston, and the general thought it useless for me to attempt to get up, and to send our pilot and two boats to him. The pilot of this vessel was confident he could carry the ship up with safety; then the aid said I had better try it, as we could render them valuable assistance in case of danger. I proceeded at once up the river to the point where the Boston was in shore, and on my arrival found the enemy firing briskly on her from the battery, and nearly all of the troops ashore in the marsh, having thrown away their arms and accoutrements, and, in many instances, their clothing. I immediately opened fire from all of our guns, and in a very few minutes silenced the battery. The army gunboat Plato then proceeded to the Boston, we firing occasionally for two hours without a response.

I called on the general again, and asked if I could be of service in getting her off, or saving public property. He replied, "No;" that he had already sent one of the Dai-Ching's boats, with one of his own officers up to set her on fire, and requested me to send another in tow of the Plato; however, before she arrived the vessel was in flames, having on board some sixty horses.

After the rebels got the range, every shot struck the steamer; fortunately none were killed by the fire of the enemy, but some seven or eight were drowned in their *hurried* attempt to get on shore. It was supposed she had been struck seventy or eighty times, one or two shots going through her boiler. The colored troops, being in a position where they could not return the fire, seemed to have been panic stricken, and Mr. Nelson says it was as much as the officers could do to keep them from crowding into the boats and swamping them.

At 11 a. m. the general started down to Bennett's Point to embark his troops, as the object of the expedition failed. The Dai-Ching followed to cover embarkation. At 2 p. m., the troops being all on board the transports, they started down the river; we followed, covering the retreat, and anchored off Otter island at 3.30.

It was the impression of Acting Ensigns Nelson and Sheppard that the Boston could have been gotten off; at all events, the horses might have been saved, as the Plato was alongside of her for some time before she was set on fire, and not a shot fired at them by the rebels.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

CAPTURE OF THE UNITED STATES STEAMER COLUMBINE.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP PHILADELPHIA,
Port Royal Harbor, South Carolina, May 30, 1864.

SIR: I have just received, by the courtesy of General Foster, the enclosed despatches to him from General Gordon, now commanding the troops at Jacksonville, from which it will be perceived that the Columbine has been captured.

The loss will be much felt, because this is one of the few steamers that I have of such light draught. Captain Balch will, no doubt, report the details when he gets them.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Despatch of Brigadier General George H. Gordon.

HEADQUARTERS DISTRICT OF FLORIDA,

Jacksonville, Florida, May 27, 1864.

CAPTAIN: I have to report that on the night of the 20th instant I received from Colonel Noble, commanding forces east of St. John's river, information that a force of about fifteen men and one officer had been captured by the enemy, who had crossed the river and surprised the post. On the morning of the 21st I advanced Colonel Noble a communication, in which I ordered him to withdraw his guards from the river opposite Volusia and Sanders. On the night of the 21st I received another communication from Colonel Noble stating that a force less in number than that at Welaka had been captured; that the enemy, reported to be four hundred (400) strong, were said to be pushing northward on the east side of the river. I received the last communication at about 11 at night. In an hour I started for the nearest point to that threatened. I carried with me in the steamer Charles Houghton two hundred (200) men from this garrison. At my request Captain Balch ordered two gunboats to accompany me, the Ottawa and the little steam-tug Columbine. At Picolata I added to my force six (6) companies of Colonel Beecher's regiment, and all the available force of the 157th New York regiment, numbering in all about six hundred and fifty (650) or seven hundred (700) men. I was obliged to use the naval boats, as well as the Houghton, to transport the troops. On Sunday, the 22d instant, I arrived at the landing opposite Pilatka. My movements had been slightly delayed by time expended at Picolata in filling sand bags (no cotton or hay bales, save one of the latter, being available) to render the little tug Columbine less vulnerable. I designed running the tug up the river to Volusia to protect that portion if threatened, which I could not doubt from the report of Colonel Noble. Although my march was lengthened by disembarking opposite Pilatka, I did not deem it prudent to convey troops further up the St. John's. The Ottawa was to continue to the mouth of Dunn's creek to afford all possible protection to the Columbine. The Columbine was ordered to proceed immediately to Volusia and afford all possible assistance to the force at Volusia. The Houghton was to await further orders, and was to keep near the Ottawa for her protection. I directed my march towards the road from St. Augustine to the crossing of the Haw creek, thence to Volusia.

I had sent on the evening of the 21st a despatch to Colonel Noble, saying that I should move for this position, and directing him to keep forward to the same point, and beyond if practicable, all his available infantry and cavalry.

I have thus stated all the movements ordered and commenced from Saturday night at 12 o'clock until Sunday at 4 p. m.

Before the Columbine started I placed on board of her, at the request of Commander Breese, of the Ottawa, a guard of twenty-five men and two officers of Colonel Beecher's regiment. I informed her commander that I should press forward with my troops in the direction in which she was going; that I would

afford him all assistance as soon as I could reach him; that I should not consider the discharge of his artillery as an indication that he was in danger. This was assented to by the commander of the Columbine, who said he would throw up a rocket if he was in danger.

My march was prolonged into night. I accomplished about nine miles, and encamped on the north side of Haw creek. This creek is impassable but by boats. I heard a great deal of firing from artillery in the direction of the mouth of Dunn's creek, but saw no rocket, and had no despatches. I presumed the firing to be the ordinary shelling of the woods by the gunboats. I pressed forward on Monday morning, making that day about thirty miles. I encamped at night at the crossing of Haw creek. I found Colonel Noble had pushed his infantry four (4) miles further, and that his cavalry was at Volusia.

The garrison at Volusia was safe, no rebels this side of the river. The two small posts at Welaka and Saunders captured, shamefully surrendered, I hear—not a gun fired. I have ordered full reports to be made, which I will transmit when received. I found the country people quite excited, and quite confident that the enemy, seven hundred (700) strong, were at the crossing of Haw creek. Indeed, from reports, I had reason to believe some truth in this.

On Tuesday morning, the 23d, I directed Colonel Noble to send the cavalry down the country to drive in herds of beef cattle, which it is well known are going towards rebel armies. I also directed him to tell the Columbine to go down the river, that I had no further use for her. The infantry I ordered to concentrate at camp, nine miles south of St. Augustine, at that place, and at Picolata. The two hundred of the 144th were ordered to return to Jacksonville. My reasons for this disposition, and my views of the only mode of operating with infantry in this country, of immense distances and illimitable pine deserts, I have given to the commanding general in a private letter. Having accomplished all I could, I did not deem it advisable to attempt to pursue the enemy across the river; and being totally unprepared to do it, if I had thought it advisable, as I had no boats, and having no rations, and no transportation for any with me, I made my way back to the landing at Picolata, to take the steamer Houghton to Jacksonville. I reached the river on Tuesday, the 23d, at about 4 o'clock p. m.

A despatch from the Ottawa, at the mouth of Dunn's creek, to whom I sent my aid, gave me the first information that the enemy had opened with artillery on Sunday night on the Houghton and on the gunboat. The Houghton had got under way and proceeded down stream; she was struck three times with 12-pound solid shot, once amid-ships and near walking beam. No great harm done. I proceeded to Orange mills, and there found the Houghton. This morning a report from Colonel Noble informed me of the loss of the tug Columbine, and capture of most of those on board. Colonel Noble writes me that some (he does not say how many) of the 35th colored had made their way to Haw creek, and had given this information. They say that on Monday night, the 23d, opposite Horse landing, the Columbine was opened upon as she was coming down the river; that she was disabled by the enemy's artillery, and was captured by two hundred of the enemy. It was on Tuesday, the 24th, at 4 o'clock p. m., that I communicated with the Ottawa, then lying at the mouth of Dunn's creek, and within five miles of Horse landing. The Ottawa had been here since Sunday, and yet she knew nothing of the report. This morning my cavalry captured a prisoner, who says that Dickerson (rebel) says he has captured a "little boat and two small guns;" that he has "burned the boat."

It seems, therefore, that this firing on Sunday night was by the enemy's artillery. This fact was not communicated to me until Tuesday afternoon, too late to do anything for the Columbine, if, indeed, anything could have been done for her. I deem it fortunate that I did not attempt to run further up the river than Picolata with my troops. I will submit further facts in relation to the loss

of the Columbine and the capture of the two posts at Welaka and Saunders as soon as received. While regretting the losses, and condemning whatever there may have been reprehensible in the conduct of the commanders at Welaka and Saunders, I feel keenly the disaster to the Columbine and her gallant crew, resulting, as it did, in the attempt to relieve my command.

My reconnoissance to the front, of the 25th, has developed the fact that there is no enemy at Camp Finnegan. I captured a prisoner this morning, who confirms the fact.

The force in Florida is as follows: At Camp Milton, of the 2d Florida cavalry, Colonel McCormick, (effective men,) six hundred (600;) artillery, two (2) small pieces. Camp Milton and McCurth's creek strongly fortified. At Baldwin, no troops, strong fortification, two pieces of artillery. At Trestle, across the St. Mary's, being fortified at this time by negroes. State troops raised for State defence—three companies expected daily at Milton, and two thousand (2,000) in all looked for. Captain Dickerson's cavalry has two hundred (200) effective men stationed at Pilatka. Dunham's artillery of light pieces on St. John's river, near Welaka, Saunders, and Horse landing.

I am, captain, very respectfully, your obedient servant,

GEORGE H. GORDON,
Brigadier General, Commanding.

Captain BURGER.

Assistant Adjutant General, Department South.

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR: I enclose herewith a report from Commander Balch, senior officer present in the St. John's river, Florida, from which there seems to be little doubt of the capture of the Columbine. As the officers and crew are probably prisoners, it will be impossible to have any investigation at this time. There is always more or less risk in passing these light steamers through narrow streams, where they are liable to be fired on without any warning from the densely wooded banks, and cannot turn readily or manœuvre, while their armament is too trifling to be of much account. Still, when the operations of the land forces require such aid, it is necessary to give it and do as well as we can.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander George B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,
Off Jacksonville, Florida, May 30, 1864.

ADMIRAL: I regret to have to report the capture of the Columbine by the rebels on Monday, the 23d instant, and under the following circumstances:

By the enclosed communications you will perceive that two of our posts on the east side of the St. John's, left by General Birney, were captured by the

enemy; and another, consisting of fifty men at Volusia, was in imminent danger of being captured. Information was received by General Gordon, at 11.40 p. m. of the 21st instant, who immediately asked my assistance in trying to save the post at Volusia. Upon consultation with the general, it was deemed by us advisable to send the Ottawa and Columbine up the St. John's—the former to go as far up the river as the depth of water would admit, and the latter to proceed to Volusia with all despatch, to assist the troops at that point, and also to prevent the enemy from recrossing to the west bank of the St. John's.

General Gordon embarked his troops in the Charles Houghton, and without delay proceeded to Picolata, where he put aboard the Ottawa and Columbine an additional force, and, together, proceeded up the river to a point near Pilatka, where he disembarked his troops and marched at once for Volusia.

The Ottawa and Columbine left for the purpose of carrying out the plan as agreed upon—the Ottawa anchoring at Brown's landing, distant twelve miles by the river from Pilatka; the Houghton in company for greater protection, by order of General Gordon; the Columbine proceeding without delay to Volusia bar, which she reached at 11 p. m. of the 22d instant.

I herewith transmit the report of Lieutenant Commander Breese, of the Ottawa, detailing an account of the attack made on his vessel and the Houghton by a rebel battery. You will be pleased to learn from the report of Lieutenant Commander Breese that the battery was soon silenced, and much to the credit of the officers and crew of that vessel. The engagement took place on Sunday night, the 22d instant, and the Ottawa remained at anchor off Brown's landing till the afternoon of the 24th, when the messenger (referred to in Lieutenant Commander Breese's report) arrived, bringing the information from General Gordon that all had been accomplished, and that the general had sent word to the Columbine to return.

From Lieutenant Commander Breese I learn that the pilot of the Ottawa (one of the best on the river) declined to take the Ottawa further up the river than Brown's landing—not on account of the depth of water, but on account of the narrowness of the channel and the impossibility of making the turns in it with a vessel of the Ottawa's length. It would, therefore, seem that Lieutenant Commander Breese literally obeyed my orders, which were to go as far up the river as possible.

By the report of Colonel W. H. Noble, commanding United States forces on the east side of the St. John's, you will learn that the Columbine was captured on Monday night by the enemy at Horse landing. This landing is distant by the river some five miles above Brown's landing, where the Ottawa was then at anchor. Lieutenant Commander Breese and his executive officer, Acting Master Gamble, state that they heard nothing which led them to believe that the Columbine was engaged with the enemy. This they account for by the dense woods intervening, and thus preventing the sound of the guns reaching them.

General Gordon informed me to-day that he expected the men who had escaped from the Columbine, and who had arrived at St. Augustine, to reach Jacksonville this evening, and I regret that they have not, as I was anxious to see them, and get their statements in relation to the capture of the Columbine, that I might transmit them to you for your information. Colonel Noble has sent General Gordon statements from two of those who escaped from the Columbine, and they are to the effect that she was on her way down the river, and that when near Horse landing she commenced shelling the woods in that vicinity; soon after opening fire, the enemy opened fire from four pieces of artillery, her rudder chains being shot away at the first discharge, and that she ran aground; that she fired on the enemy, and, from the account referred to, surrendered after being under fire from one hour to three hours; these men report several killed and some eight wounded and five men drowned. It will be

more satisfactory to you to have the statements of those who have escaped, and at the earliest moment possible I will examine them, and transmit to you their statements.

I regret exceedingly the loss of the Columbine, but I did not, under the pressure of the call made upon me, feel that I could do otherwise than to co-operate to the utmost to save our forces, threatened as they were, and which we had reason to believe would be captured if vigorous and prompt assistance were not rendered. I have proposed to General Gordon to send out a flag of truce for the purpose of learning everything we can in relation to the capture of the Columbine, and this will be done at the earliest moment deemed advisable; but as the general intends to move against the enemy on the morning of the 1st of June, he seems to think it better to delay taking a step of this kind till he has accomplished his movement. The rebel force in front is said to be weak, and I trust he will succeed in inflicting a serious blow on the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron off Charleston, S. C.

Additional report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Off Morris Island, June 18, 1864.

SIR: I transmit herewith a report from Commander Balch giving some particulars of the capture of the Columbine. There is always some satisfaction in knowing that when a vessel is lost every effort has been made to prevent it by a stout defence. Of course it is impossible to be certain of all the facts until they are developed by a court of inquiry, which can only be instituted when a sufficient amount of evidence is obtained.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional report of Commander G. B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,

Off Mayport Mills, Florida, June 12, 1864.

ADMIRAL: I have the honor herewith to transmit the statement of Drover Edwards, (landsman,) lately attached to the Columbine. He escaped from that vessel after she surrendered, but before the rebels took possession. He is intelligent, and gives the subjoined statement clearly and with every appearance of truth. From his statement I rejoice to believe that the honor of the navy was fully and gloriously maintained; and though we have to regret the loss of a very useful vessel, still it is gratifying to know that she was in the performance of most important service, viz: the assistance of our troops, which were in imminent danger of being cut off by the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, United States Navy.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron off Charleston, S. C.

Statement of Drover Edwards, (landsman,) late attached to the Columbine, who escaped by swimming to the east side of the St. John's on the 23d day of May, 1864, the day of the engagement of the Columbine with the rebel battery at Horse landing, on the St. John's river, Florida.

The Columbine arrived at Volusia bar at 11.30 p. m. on Sunday night, the 22d instant. Next morning a boat was sent to communicate with our troops at that post; found all safe. At noon Monday, 23d instant, the Columbine started on her return; she stopped at Wilatka, a landing place above Horse Landing, about half an hour, and then proceeded down the river.

At 4 p. m., when near Horse Landing, called all hands to quarters, and commenced shelling the woods, and when opposite the landing fired two more rounds; the rebels opened fire from a battery distant not more than thirty yards, the forward gun being struck and knocked around, the carriage being injured, but not so as to render the gun useless; and the wheel-ropes being shot away, endeavors were made to repair the wheel-ropes, but before this could be done she was aground.

We continued firing; Captain Sanborn had given orders to hook her on with the object of endeavoring to run by the battery, but she was aground; directions were given by Captain Sanborn to shift the forward gun over to the star-board side, to bring it to bear on the battery; this was done, and fire opened again on the battery. The captain (Sanborn) fired every gun, and this continued till about 6 p. m., steady firing.

Many were killed by the rebel fire, as also many wounded; estimates the total killed and wounded at twenty (20.)

Captain Daniels, commanding detachment of 35th United States colored troops, was wounded; saw many lying in the gangway killed and wounded; I saw five drowned, four being soldiers, and the other belonged to the Columbine, William Moran, (landsman,) colored. At about 6 p. m. Captain Sanborn showed a white flag and surrendered. The rebels hailed and told him to send a boat ashore; boat was riddled with shot; did not send a boat. The rebels sent off three boats; when nearly alongside, I jumped overboard and swam to the east side of the river, and escaped to the woods. Here I met three soldiers of the 35th United States colored troops, who had also jumped overboard; together we made our way to St. Augustine, which place we reached in five days.

I hereby certify that the above statement is true and correct.

DROVER ^{his} + EDWARDS.
mark.

Certified to as the statement of Drover Edwards, (landsman,) late of the Columbine.

June 12, 1864,

GEORGE B. BALCH, *United States Navy.*

List of officers and men captured.

FLAG-STEAMER PHILADELPHIA,

Port Royal Harbor, June 27, 1864.

SIR: I herewith enclose, for the information of the department, list of the officers and men of the United States steam-tug Columbine, captured by the enemy May 23, 1864, and have the honor to be,

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

List of prisoners captured on the steamer Columbine, May 23, 1864.

F. Sanborn, acting ensign; J. H. Johnston and George Whitney, 3d assistant engineers; W. D. Spencer, master's mate; G. F. Allison, quartermaster's cook; Jno. Smith and Geo. Walsh, quartermasters; Nicholas Fierny, Robert Haddon and J. H. Ellis, firemen; John McDonald, Michael Noe, Patrick Kelly and Mike Drilly, coal-heavers; Wiley Bloom, A. Mills, J. Hastings, A. Lewis, George Hall, W. Austin, T. Wiggins, W. Wyatt, W. Hampton, J. Jenkins, W. Hart, and J. Harrison, sailors; H. Pearson, cook—total 27.

I certify that the above is a correct abstract from the list furnished by Major General Anderson, commanding confederate forces in Florida.

EDELEMIRE MAYER,

Major 7th Regiment U. S. S. F., A. A. A. G.

HEADQUARTERS DISTRICT OF FLORIDA,

Jacksonville, June 13, 1864.

Report of Acting Ensign Frank W. Sanborn.

UNITED STATES STEAMER PHILADELPHIA,

Port Royal Harbor, S. C., September 3, 1864.

SIR: It becomes my painful and unpleasant duty to report to you the particulars of the loss of the United States steamer Columbine, under my command, in the St. John's river, on May 23, 1864.

On the 22d of May, at 4 a. m., I received orders by the army transport Charles Houghton to report to Lieutenant Commander L. L. Breese, commanding the United States steamer Ottawa. I reported to him at 5 a. m. and assisted her in reaching Pilatka. From this place I was by him ordered to proceed to Volusia and convey such orders as I might receive from General Gordon, to whom he ordered me to report. Reporting to General Gordon at a landing opposite Pilatka, I received orders from General Gordon to receive on board a detachment of the 35th United States infantry, (colored,) under command of Captain Daniels, as a guard, and verbal orders to be communicated to the commandant of the post of Volusia, fifty miles further up the river.

Leaving Pilatka and the Ottawa, with orders to return immediately, at 6 p. m., I reached Volusia bar, five miles from Volusia, at 11.30 p. m., when I dropped anchor. In the morning, owing to the low state of the tide, I found it impossible to safely cross the bar with the Columbine. I therefore despatched Acting Master's Mate W. B. Spencer with an armed boat's crew to convey General Gordon's orders to the commandant of the post at Volusia and return immediately. He was successful in so doing, and returned to the vessel at 11.30 a. m. of the 23d.

Immediately after his return I weighed anchor and commenced my return. I stopped at Rembert's and Welaka on my return, at which latter place I obtained the particulars of the capture of a detachment of the 17th Connecticut volunteer infantry, under command of one Captain Hovey. This was part of my orders.

Immediately after my departure from Welaka I beat to quarters, as I expected to be fired upon by infantry at Horse or Cannon's landing. Upon rounding the point next above, I opened fire upon the landing and road above, leading to it, as soon as my guns could be brought to bear. Also giving the orders to slow down and lower the torpedo-catchers, which were immediately executed.

I could discover nothing suspicious until directly abreast the landing, distant about one hundred yards, when two pieces of artillery, concealed by the shrub-

bery and undergrowth, almost simultaneously opened fire upon me. I instantly gave orders to hook on, but unfortunately the second shot of the enemy cut my wheel-chains, and at the same time the pilot abandoned the wheel and jumped over the bow. The vessel almost immediately went ashore upon a mud bank. Before she struck, one of the enemy's shot struck the main steam-pipe, knocking a hole in it, causing a great loss of steam. Her being ashore, and the injury to the wheel-chains, were reported to me at nearly the same moment. I left the hurricane deck, and took charge of the forward gun, sending Mr. Spencer aft on the quarter deck to ship the tiller and hook the relieving tackles, at the same time stopping and backing the engine.

The engineer, Mr. Johnson, now reported the loss of steam, and at nearly the same moment Mr. Spencer reported the quarter deck swept by the enemy's sharpshooters and grape, and the after gun abandoned, and Mr. Davis killed.

I now placed the forward gun in charge of Quartermaster James Smith, and repaired to the quarter deck. I saw immediately the utter impossibility of saving the vessel unless the enemy could be dislodged. I now returned to the forward gun, of which I took charge, at the same time ordering Mr. Spencer to try and rally the infantry, which was now jumping overboard on all sides and swimming ashore. By our united exertions we finally stopped them. The engineer in charge, Mr. Johnson, at this time informed me the engine was useless, as one of the frame timbers had been shot away and locked the wheel. The officer in charge of the infantry having been wounded, the second in command and myself seeing all hopes of escape cut off, and the riflemen on the port bank of the river shooting the men down at the forward gun, I called a council of my remaining officers, in which it was decided to surrender. I was spared the mortification of hauling down the flag, it having been shot away in the early part of the action. It now became my humiliating duty to hoist a white flag to prevent the further useless expenditure of human life. A boat from the enemy immediately boarded me, demanding the surrender of the vessel. I refused to surrender to the officer in the boat, but having my own boat, went on shore and asked to see the commanding officer. I was immediately presented to Captain Dickerson, Confederate States army, from whom I demanded, in case of an unconditional surrender, personal safety to the officers and colored men on board, which was immediately guaranteed, whereupon I surrendered myself, officers, and crew as prisoners of war, and my vessel a prize to the (so-called) Confederate States of America.

The loss in killed, wounded and missing is as follows, viz :

Acting Master's Mate John Davis, while nobly performing his duty, killed ; privates, five (5) wounded, sixteen killed and missing.

I take great pleasure in recommending to your favorable notice the conduct of Acting Third Assistant Engineer Henry J. Johnson, who coolly performed his duty until the engine became disabled, when he rendered me the most valuable assistance on deck ; also that of Acting Master's Mate W. B. Spencer.

I have the pleasure to inform you that immediately after the removal of the wounded the enemy set her on fire, burning her to the water's edge, without removing an article of value.

She also formed the funeral pyre for those who fell while nobly defending her and the flag from dishonor. The remains of Mr. Davis were decently interred, covered by the flag he loved so well and which he died bravely defending.

I have the honor to remain, very respectfully, your obedient servant,

FRANK W. SANBORN,

Acting Ensign, United States Navy.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, Port Royal, S. C.

Additional report of Acting Ensign Frank W. Sanborn.

UNITED STATES STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., September 3, 1864.

SIR: In obedience to your expressed desire, I have the honor to present to you a report of my movements since the time of my capture, May 23, 1864.

On the evening of my capture I was taken to Camp Call, the headquarters of my captor, Captain Dickerson, by whom I was very kindly treated, together with my officers and crew.

On the morning of the 24th, at 11 a. m., he gave to the officers a wagon, and to the wounded a wagon, to transport them to Gainsville. The privates were compelled to march, but the officer in command made frequent halts, in order that the men might not become too fatigued. We reached Gainsville on the morning of the 26th, and remained until that of the 27th, when we were placed in passenger cars and conveyed to Lake City, at which place we arrived at 12 p. m. We remained here until the following morning, when we took passage in a box-car for Madison, (all the negroes and Captain Daniels remaining behind,) which place we reached at about 9 a. m. Transportation was procured for our baggage, and we commenced a wearisome march for Quetman, which place we reached on the evening of the ensuing day.

On the following morning we were placed in box-cars and taken to Savannah,, which place we reached at 5 p. m., and were marched to Oglethorp barracks where we remained all night; this being the first time since our capture a roof of any kind covered us, or we had been directly insulted by the officer in command.

The next morning we were again placed in box-cars, and on the same evening arrived in Macon. From the depot a guard of Georgians took us in charge and marched us to Oglethorp barracks, about a mile distant from the depot. Here, I regret to say, myself and officers were separated from the white portion of the crew, who were taken to Andersonville.

I regret to say my officers and myself were here compelled to submit to a most humiliating search of our persons and baggage, the confederate authorities taking any and all money from each officer, giving him therefor a receipt. In many cases the officers never saw their money again, or were compelled to draw it from the confederate authorities at the rate of four and a half ($4\frac{1}{2}$) confederate for one United States national currency, while, at the same time, the rates of exchange by private parties was from eight to ten (8 to 10) for one of the same. After having been subjected to the searching process, we were shown into a yard, containing about three and one-half ($3\frac{1}{2}$) acres or less, in which were already confined over eleven hundred (1,100) prisoners, with no instructions as to the rules and regulations, nor what to do or how to act.

We finally, as it was now dark, bivouacked in the open air. The next morning showed us here we would have to remain for some time. Mustering together our blankets, we formed them into a sort of a tent, which, though open at both ends, protected us from the hot, scorching rays of a noonday sun. During the morning a ration was served out to us, which consisted of about a pint of corn-meal and a table-spoonful of salt each.

I remained in Macon, together with my other officers, until the latter part of July, when I was among the first six hundred sent to Charleston. At the time of our leaving, it was stated one thousand remained, of which I have no doubt. Our rations in Macon were of the poorest kind—the bacon frequently decayed and always full of maggots; the rice full of weavils; the beans full of worms and musty, and the meal sometimes musty; our supply of salt very insufficient, and no vegetables.

At the time of my leaving Macon many were prostrated by the scurvy, and some had died of it. Among my immediate acquaintances was and is a Mr.

Ellis, of the navy, who was suffering severely from its effects in Macon ; his body being covered with huge sores, which, since his removal to Charleston, have become somewhat better, but far from well.

During the first few days we were in Charleston we (the six hundred) were confined in the jail-yard, with no protection from the weather but what is known in the army as a shelter tent, into each of which six were obliged to crowd, and in one case eight. We were here nearly starved ; compelled to mix with deserters, murderers, house-breakers, and felons of every description ; add to this the brackish water and the filth, dirt, refuse which was allowed to collect in piles, and which created a stench sufficient to breed the most loathsome diseases, and the meagre food, our position was far from pleasant. For several days a table-spoonful of lard and a cup of meal was the only ration, but then again, on some days, our ration would consist of a loaf of wheat or rice bread and a pound of fresh meat.

From the jail-yard I was removed to the workhouse, together with a number of others ; here the rations were better a little, but we only remained a few days, when we were taken to Roper hospital. Here we were required to give our parole not to attempt to escape or hold any communication with any person outside the prison limits. The building is large, airy, and commodious, has a fine yard and balcony in front, good yard and accommodations in the rear for cooking and washing, and is altogether far superior to any former accommodations. The rations are also of a better quality, and I am inclined to think have been increased in quantity, but still are very poor rations indeed.

There is a great scarcity of the proper medicines in the confederacy, and many of our officers are now suffering in the hospitals for the want of proper medicine.

I am sorry to say, sir, that at the time of my capture my officers and myself were robbed of much clothing and valuables, and find it a common practice of the confeds to rob men of boots, hats, pants, coats, or anything they may choose to fancy.

During the time I have been confined in Charleston I have been unwell, and have repeatedly gone to the confederate surgeon, Doctor Rett, for medicine, which he has given me, but uniformly without success. My case now became quite bad, and on my reporting to him on Tuesday last for medicine, he frankly informed me he could do nothing for me, and said, furthermore, I would not live in the south, offering at the same time, if I would make application, to give his certificate and influence in my behalf. I accepted his kind offer, and made application, which was granted. I signed my parole September 1, was placed inside of our lines, off Charleston, on the 2d ; came here on the Wyoming last night at 9 p. m., and now have the honor to report to you.

The person for whom I am to try and effect an exchange is Captain Henry Boneau, captured in the blockade runner Ella Annie.

I have the honor to remain, very respectfully, your obedient servant,

FRANK W. SANBORN,

Acting Ensign, United States Navy.

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron, Port Royal Harbor, S. C.

CAPTURE OF THE UNITED STATES STEAMER WATER WITCH.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 4, 1864.

SIR : It is with great regret that I have to forward the enclosed, giving information of the capture of the United States steamer Water Witch.

The news reached me about 1 p. m. to-day, and shortly after I despatched the Winona to Ossabaw with a steam-tug.

The Unadilla will leave soon, in order to assist in remedying this disaster. The Fernandina, which was lying at St. Catharines, not far from Ossabaw, got under way, on hearing the news, and put to sea.

If the rebels had used despatch, they might have captured the Fernandina, too, as she is a sailing vessel, and not suspecting anything wrong, would have fallen an easy prey. * * * * *

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant W. W. Kenniston.

UNITED STATES STEAMER SOUTH CAROLINA,

Tybee Roads, June 4, 1864.

SIR: I very respectfully report the capture of the United States steamer Water Witch, as communicated to me by Master's Mate Wright, attached to the United States ship Fernandina, which arrived off here this morning, and sent a boat in.

The following is the report of a contraband, who escaped from the Water Witch after her capture, and was taken on board the Fernandina from the SE. point of Ossabaw island:

The Water Witch first saw a large barge loaded with men close to them, about 2 a. m., June 3. They hailed it, and the answer was, Go to hell, you sons of bitches, followed by a volley of musketry at the Water Witch. The executive officer was on deck and sprung the rattle at once, and the pilot, who was in the pilot-house, rung the bell to go ahead. Before they could slip the cable the rebels were on board, and at the same time they were boarded by boats on the other side. The fighting commenced at once, hand to hand, with cutlasses and pistols, and lasted some half hour or more before the capture was complete.

The contraband was ordered on deck, together with the engineers from the engine-room; got forward and jumped overboard as soon as he could. As he was leaving, heard one of the crew say "My God, I am shot;" does not know how many were killed. When overboard, saw four boats on the side he jumped from, and thinks there were four on the other side; started for shore, and finally succeeded in reaching Raccoon island, having swam $1\frac{1}{2}$ mile; went from there to Ossabaw, where he lay in sight of the Water Witch until some time after daylight. Water Witch had not then been moved; rebels seemed to be having a grand "jubilee" on board. Contraband went to southeast point of Ossabaw, made signals to the Fernandina, which took him on board at 11.30 a. m., 3d June.

The Fernandina intended to communicate with Wassaw, but drifted by and sent a boat in here. I have sent a boat to Wassaw to communicate with the vessels lying there; have also sent a telegraph to you from Fort Pulaski, and shall send a boat with this immediately.

I have ordered the Fernandina to cruise along the coast, and communicate with the Pawnee as she comes north.

I have coal brig alongside discharging coal for Harvest Moon, and shall bal-

last her to-night, if possible, in order to have her out of the way. Have sent boats off in preference to moving myself, as they will save time.

I have the honor to remain, very respectfully, your obedient servant,
WM. W. KENNISTON,

Acting Volunteer Lieutenant, Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

P. S.—The Harvest Moon left here, in obedience to orders, at 3 p. m., June 3, 1864, for St. John's Florida.

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., June 6, 1864.

SIR: There seems to be no reason to doubt the capture of the Water Witch, with all on board, except one contraband, who escaped and gave information of what took place; on hearing of which, I despatched the Winona at once, and two other gunboats followed soon after. The Wissahickon also went round from Wassaw. The orders were to retake her or destroy her.

Captain Stone, the senior officer present, reported last evening that, after arriving at Ossabaw, he proceeded up the sound, and into Vernon river, as far as the batteries permitted, but could see nothing of the Water Witch. She may have been taken to sea, or into some of the inland passages entirely out of sight.

It is to be apprehended that long and undisturbed possession has relaxed the vigilance of our blockaders, and that in some instances precautions have been omitted, because they seemed needless in places where, as far as the eye can reach, not a living soul is to be seen for months that looks like an enemy.

In February last the following passages occur in a general order which I issued:

"If vessels on blockade are at anchor, they are not safe, particularly in smooth water, without out-riggers and hawsers stretched around, with rope-netting dropped in the water.

"Vessels on inside blockade had better take post outside at night, and keep under way until these precautions are completed.

"All the boats must be on the patrol when the vessel is not in movement.

"The commanders of vessels are required to use their utmost vigilance—nothing less will serve."

It seems, however, that occasional warnings will alone serve to keep up attention, and it is well when the disaster is not too serious.

It is not to be disguised, however, that the force under my command is becoming inadequate to the duties of this station. It is now so much reduced by the absence of vessels that are disabled and under repairs, by losses, and by the reduction in numbers of men whose times have expired, that it is difficult to sustain the blockade efficiently, and, in some cases, with safety.

But for the fortunate escape of the contraband, which gave warning, the rebels might have captured several isolated blockaders, who would never have suspected her new character. * * * * *

I have just received a report from the Fernandina, from which it would appear that the Water Witch was not yielded without a severe contest.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander E. E. Stone.

UNITED STATES STEAMER WINONA,
Ossabaw Sound, June 5, 1864.

SIR: I crossed the bar at Ossabaw, and anchored this morning at 6.30. I found the United States steamer Wissahickon, Lieutenant Commander Crossman, here, he having come up last evening on information received from the only person who escaped capture. It appears that the Water Witch was captured by four armed launches, at about 2 o'clock in the morning, as I informed you by telegraph. I ascended the Vernon river, to a point as near to the battery at Buely as it was deemed prudent to go. From that point I was enabled to see well up, above Fort McAlister, and I am certain that she has either been taken to sea or carried entirely out of my reach. Had I been able to see her, I should have captured or destroyed her if it had cost me one-half of my command. I buried the remains of one of her crew, a black man, whose body we found floating near Raccoon key. I shall send out to-night two picket-boats at points which will render it impossible for them to surprise me, and continue to do so as long as I remain here.

Mr. Hafford thinks that the vessel below this Saint Catherine has left, as nothing could be seen of her as we passed in this morning. Taking that into consideration, I judge it must have been her that we saw last evening standing to the northward. I have not deemed it necessary to retain the Unadilla, as I cannot now see the least chance for active operations. She will therefore carry back the despatches. The Larkspur, Captain Davis, I have despatched to the southward to communicate the intelligence and necessary warning. I am indebted to Mr. Hafford and Captain Davis, of the Larkspur, for that assistance which alone has enabled me to make so promptly the above-mentioned reconnaissance. I think I shall carry out the suggestion of Mr. Hafford with reference to some negroes on a farm near by. He will inform you where it is. I send you an *unintelligent* contraband.

Respectfully, your obedient servant,

E. E. STONE,
Lieutenant Commander, United States Navy.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Port Royal Harbor, S. C.

Additional report of Acting Volunteer Lieutenant W. W. Kenniston.

UNITED STATES STEAMER SOUTH CAROLINA,
Tybee Roads, June 4, 1864.

SIR: I very respectfully report that while Captain Babcock, commanding United States schooner T. A. Ward, was at Fort Pulaski, to forward telegraphic despatch concerning the capture of United States steamer Water Witch by the rebels at Ossabaw, he heard that some deserters from Savannah had reached there. Was not allowed to communicate with them, but was informed by the major commanding that there was nothing new at Savannah, and that the deserters stated that several boats from the rams and gunboats at Savannah, filled with men, passed Thunderbolt on the night of June 2, bound to Ossabaw. A Savannah paper of June 1 stated that some of the crew of the steamer Columbian, meaning, perhaps, the Columbine, had passed through

Savannah on their way north. Also, stated that about sixty negroes were captured at the same time as the Columbian.

I have the honor to remain, very respectfully, your obedient servant,
WM. W. KENNISTON,

Acting Volunteer Lieut., Com'dg, Senior Officer present.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

Report of Acting Master Lewis West.

UNITED STATES BARK FERNANDINA,
Off Wassaw, June 5, 1864.

SIR: At 9.30 a. m. June 3, during my absence at Sapelo, where I had gone to communicate with the Massachusetts, a man was seen on the south end of Ossabaw island making signals to the ship. On getting him on board, he proved to be a contraband named Peter McIntosh, belonging to the Water Witch, and reported the capture of that vessel by the rebels, at 2 a. m. that morning, under the following circumstances:

The night was dark and squally, so that it was difficult to see more than one or two ship's lengths, except in the flashes of lightning. The officer of the deck discovered a boat ahead, close to, and hailed. The reply was "Who the hell are you hailing," followed by a discharge of musketry. The alarm was at once given, but before the watch below could get up, the boarding nettings were cut through, and the ship boarded on both sides and ahead. There was a hard struggle on deck before the ship's company were overpowered by numbers, and many killed and wounded.

Soon after the surrender, McIntosh slipped overboard and swam ashore, where he concealed himself till daylight. He says that they had not moved her by that time, and that she was blowing off steam as if something was the matter. He then made his way to this ship. The executive officer at once despatched a boat to the Lodona with the information, and she must have reached there soon after I got back, which I did at 4 p. m., coming outside. I thought it very probable that they would attack us during the night; and as I had little hope of making a successful defence at anchor, and the wind and tide were favorable, determined to get the ship outside, if it was at the risk of losing her. We crossed the bar at 8.30 p. m., striking lightly several times.

It was my intention to remain off the bar, but on reflection it appeared to me to be very important that the vessels in Wassaw should know what had happened, that the news might be sent to you as soon as possible. Accordingly, at midnight, I bore up, and ran for Wassaw, but at daylight, finding I had got to leeward of it, sent Acting Master's Mate Wright in a boat to Tybee with a verbal communication to Acting Volunteer Lieutenant Kenniston. He sent Mr. Wright by the inland passage to Wassaw, and I picked him up in the afternoon, with orders from Lieutenant Commander Madigan to return to my station as soon as possible, which I am now doing. I wish to express my obligations to Acting Ensign C. Flood, who was the only person on board who knew anything about St. Catherine's bar, which he had once or twice sounded over, and who piloted the ship in the dark, without any guide but the lead and compass courses, with great judgment and coolness.

I endeavored to ascertain from McIntosh if any of the officers of the Water Witch were killed, but beyond the fact that Captain Pendergrast was not, he could tell nothing.

Very respectfully, your obedient servant,

LEWIS WEST,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

I forgot to state that McIntosh described the boats that made the attack as "cotton barges," capable of carrying about 40 men. He saw four of them on the side that he jumped overboard on, but did not know how many there were altogether.

Report of Lieutenant Commander Austin Pendergrast.

CONFEDERATE STATES NAVAL HOSPITAL,
Savannah, Georgia, June 9, 1864.

SIR: Through the kindness of Commodore William W. Hunter, commanding the Confederate States naval forces at this place, I am permitted to report to you the capture of the United States steamer Water Witch, at 2 a. m., on the morning of the 3d instant, by being boarded by seven of the enemy's boats, whilst lying in Ossabaw sound, Georgia. It affords me great satisfaction to state that the vessel was well defended, and we had only to succumb to superior numbers, and I have but little doubt we would have succeeded in beating the enemy off had it not been that the majority of the officers, including myself, were wounded early in the attack. Of the crew forty-nine men and thirteen officers are now prisoners.

The wounded are well cared for in this hospital, the surgeons manifesting much kindness towards us. At some future day I will make out a report in detail, when I hope to be able to give such an explanation of this sad affair as will prove satisfactory.

I hope and beg, in the most expressive terms, that the department will take such steps as will effect an early exchange of the officers and crew, for reasons which I shall be able to give when that event occurs.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant Commander United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Assistant Surgeon W. H. Pierson.

PORT ROYAL, S. C., *September 10, 1864.*

SIR: In compliance with your request, I have the honor to submit the following report:

The Water Witch was attacked while at anchor in Ossabaw sound, on the morning of the 3d of June last, by a rebel force belonging partly to their army and partly to the navy, whose number is variously estimated at 120 to 150 men. I should judge, from the excellent appearance of the men, that they were carefully selected for the enterprise. They came in six or eight small boats

It was very dark at the time of the attack; so dark that I suppose it would have been difficult to see a small boat at a distance of more than 30 to 50 yards, and I was informed by the rebels that they had considerable difficulty in ascertaining the precise locality of the *Water Witch*, on account of the darkness. The officer on watch, E. D. Parsons, acting master's mate, told me that he was keeping a careful look-out at the time, but thinks, nevertheless, that the enemy were within 30 or 40 yards of us when first discovered, and that the boat then first seen was not, in that light, hardly recognizable as a boat. Parsons says that he hailed, and no answer was made; he hailed again, and the foe came on with a rush and a yell. He sprang the rattle, ordered the watch to repel boarders, and advanced himself, firing his revolver at the advancing foe.

I myself was waked by the firing; noticed no one in the wardroom; hastily slipped on my pants and boots, and was about to try and force my way to my usual sick-quarters between decks forward, when Chase Hill, acting ensign, came limping into the wardroom with a dangerous looking wound, and almost at the same moment followed another wounded man, John Parker, gunner's mate.

Having pocket case, lint and bandages at hand, I dressed these wounds on the spot. Then followed a rapid succession of wounded, some of whom were attended to in the wardroom, some in the cabin, and some on deck. Our loss, as will appear by reference to my medical report, amounted to one killed, thirteen wounded, and two missing—total, sixteen.

The rebels lost from six to eight killed on the spot, two mortally wounded, and fifteen to twenty more wounded in a less degree. They lost their leader, Lieutenant F. P. Pelot, Confederate States navy, whom they esteemed a most able and gallant officer. They also lost their pilot, a colored man, whom they considered the best of their pilots for the Savannah river and vicinity, as well as the Ogeechee. In attending to the wounded, I had the assistance of a rebel surgeon who had boarded us, Doctor C. Wesley Thomas, Confederate States navy, for whom, should he ever fall into our hands, I bespeak the courtesy due to an honorable and gentlemanly adversary.

During the combat the engine and wheels were got in motion. The cable was not stopped, though Parsons and Rufus B. K. Murphy, pilot, each told me that he made an effort to slip it. Some think that the engine-room was given up without proper resistance on the part of the engineers. The engineers, on their part, allege that they were unarmed, and that they understood the ship to have been surrendered before the demand to surrender the engine was made of them.

There is a difference of opinion, both among ourselves and the rebels, whether the ship was formally surrendered or not.

Some of our officers say that they heard our executive officer surrender, but I do not understand them to say that he surrendered the ship. A rebel officer likewise, Thaddeus Gray, told me that Mr. Buck surrendered to him, but I do not know that he considered it other than a personal surrender.

I myself did not hear any one surrender except our chief engineer, who had come into the wardroom unarmed. A rebel officer had just come into the wardroom, which I was then using as hospital quarters. Genter surrendered to him. I think the words he used were, "I surrender, we surrender, the ship surrenders." I turned, surprised and vexed, and put the question, "What, Genter, is the ship surrendered?" He answered, "Yes!" A moment or two afterwards I heard some one on deck, whose voice I did not recognize, give the order to "cease firing," and the firing ceased. I suppose the contest had lasted from fifteen to twenty minutes.

Of the crew only a part engaged in the fight. Their wounds speak for those who were wounded, and I have endeavored by inquiry of them to ascertain who those were that fought without being wounded. As the result of this inquiry, I have been informed that the following persons took part in the fight besides

those who were wounded : W. H. Fenner, master-at-arms ; John Williams, captain of the forecastle ; Thomas Cowers, landsman ; Francis Johnson, boat-swain ; Henry Thornton, cockswain ; James Alexander, steerage steward. In this connexion, let me add that William Wilkins, the paymaster's steward, though taking no part in the fight, made himself very useful to me in attending the wounded. Wilkins has been in delicate health for a good while, and I fear it will go hard with him in his imprisonment. Parsons, too, has been a long while unwell, and was sick in hospital when I left Charleston ; Lieutenant Commander Pendergrast also was complaining, and seemed to me to be threatened with fever when I left.

I hope it will not be taken amiss if I say that some of our officers earned and received the highest admiration of foe as well as friend for the gallant and efficient manner in which they fought. First among these stands L. Gittean Billings, acting assistant paymaster ; Ensign Abner D. Stover, Acting Master's Mate Charles P. Westen, and Rufus B. K. Murphy, pilot, might contend for the second place. The colored boy who was killed, Jeremiah Sills, is said to have fought most desperately, and this while men who despised him were cowering near, with idle cutlasses in the racks joggling their elbows.

To proceed with my narrative : Their pilot being killed, the rebels were at a loss how to navigate the ship. They finally asked our pilot, Murphy, if he would not pilot the vessel for them. Murphy was badly wounded, but consented to try on being carried up and supported as carefully as might be on the hurricane deck. The ship got under way, and in a short time was run aground. A rebel officer afterwards told me that he had stood by Murphy with his pistol cocked watching him, and would have shot him had he not been so badly wounded, suspecting him, as he did, of running the ship aground purposely. I tried to persuade him his suspicion was unfounded, and he seemed doubtful ; but this circumstance, taken together with the fact that Murphy is southern born, and left the south at a time when they were pressing him to enter their service, if they had not already enrolled him, makes me somewhat fearful that they may treat him roughly. I left Murphy at the Savannah naval hospital (C. S.) on the 16th of July, since which time I have not heard from him. At that time he had nearly recovered from the severe and dangerous wound he received in the fight ; and up to that time he had received, as had all the patients in that hospital, all the care and kindness due to the sick.

A short time after the ship had got aground we were ordered to get ready to start for the nearest port, Bula. We were taken in boats to this fort, remained there a few hours, and then the wounded of both sides, together with the few remaining officers of the *Water Witch*, were removed in ambulances to Savannah, where we arrived about dark. I offered to take professional charge of my wounded. The offer was accepted on condition of my giving my parole not to attempt to escape while having charge. My patients were accordingly placed under my care at a hospital called the Savannah naval hospital, under the charge of Surgeon Jeffery, Confederate States navy, formerly of our navy. This hospital was devoid of some of the luxuries which may be found in northern hospitals, but was airy and comfortable, and the patients there received every care and comfort which the somewhat limited resources of the country well admitted. I myself was treated with gentlemanly consideration by Doctor Jeffery and the assistant surgeons, as well as by the numerous rebel officers who frequently called there. It was the expectation of Doctor Jeffery, as well as my own, that I would have the freedom of the city within certain prudent limits ; but Flag-Officer Hunter, seeing me out on my second stroll, sent orders that I must thereafter be confined to the limits of the hospital grounds.

I took an early opportunity to endeavor to establish my status as entitled to be released and returned to our lines, according to usage in the case of medical officers. Flag-Officer Hunter, who claimed me as his prisoner, thought that I

was mistaken in this view of my rights, but expressed himself as somewhat uncertain on the point, and readily promised to comply with my request that he would write to his government for instructions in relation to my case. At length, on the 6th of July, not having heard from Hunter on the subject, I myself addressed a communication to Secretary Mallory (C. S.) on the subject, as follows :

"SIR : Having become your prisoner by the capture of the *Water Witch* on the 3d ultimo, I respectfully request that, as a surgeon in the United States naval service, I may be released from confinement, and may be returned to our lines, in accordance with what I understand to be the usage existing between the United States and Confederate States, respectively.

"Very respectfully, your obedient servant,

"W. H. PIERSON,

"*Acting Assistant Surgeon, U. S. N.*

"Hon. S. R. MALLORY,

"*Secretary of Confederate States Navy.*"

This I enclosed in the following note to Hunter :

"SIR : I respectfully request that you will forward the enclosed communication to the secretary of your navy.

"Respectfully, &c.,

"W. H. PIERSON,

"*Acting Assistant Surgeon, U. S. N.*

"Flag-Officer W. W. HUNTER, C. S. N."

I heard nothing from Hunter till the 16th of July, when orders arrived from him to send me to prison quarters. Thereupon I addressed a note to Hunter, as follows :

"SIR : I am informed that you have given orders to send me to your prison quarters. At the time that you paroled me, I understood that I was to remain here until you should have heard from Secretary Mallory in relation to me and my status as a surgeon in the United States naval service, and that you would inform me as soon as you had heard.

"I respectfully request that you will now inform me whether you have heard or not ; and if you have heard, what you have heard from Secretary Mallory concerning me. I will also feel much obliged to you if you will inform me by letter whether or no you have forwarded my communication addressed to Secretary Mallory on the 6th instant, and enclosed in a note to you on the 6th or 7th instant, with the request that you would forward it.

"Respectfully, your obedient servant,

"W. H. PIERSON,

"*Acting Assistant Surgeon, U. S. N.*

"Flag-Officer W. W. HUNTER."

The reply was as follows :

"SAVANNAH, *July 17, 1864.*

"I have received your note of this day. In reply, I have to inform you that I am instructed by the honorable Secretary of the Navy as follows, viz : 'When the services of Assistant Surgeon Pierson, United States navy, are no longer needed with the wounded officers and men in the hospital, he will be turned over to the proper military authorities to be treated as other prisoners of war.'

"Respectfully,

"W. W. HUNTER, *Flag-Officer, &c.*

"Assistant Surgeon W. H. PIERSON, U. S. N."

The same day I was sent, in company with Lieutenant Commander Pendergrast, towards Macon, Georgia, where we arrived next morning. On entering Camp Oglethorpe, near Macon, we were searched by the prison officials and relieved of our money and jewelry. A receipt was given for the money, which receipt was good for the amount in exchange for eatables at the sutler's, within the stockade; only that for United States government money these chivalrous officers of the confederacy did not allow us as large a premium as was gladly paid by outside parties, who would give us from five to seven dollars in confederate notes for one of United States notes, and sixteen to twenty-two for one of gold.

I had taken the precaution to conceal most of my money, leaving exposed only what I thought sufficient for a bait, and so lost nothing in this way; but a number of officers told me, after we had been sent off to Charleston, that they had failed to secure the balance remaining due to them on leaving Macon, although they had applied for it both at Macon and repeatedly afterwards.

A number of army officers, who were confined with me, told me that they had been robbed of most of their clothing and all of their money and jewelry before reaching these nice prison quarters. Some of the Water Witch's officers, too, lost a part of their personal property at the time of her capture; but I am not aware that anything was taken openly, and I know the naval officers promised us that our private property would be respected.

I was sent to Bula with the first boat, in charge of a number of the most severely wounded, and had permission to take with me all my effects, which were packed in two pretty large boxes: one containing clothing, &c., the other my papers and books, official and private, including my commission. But finding that it would incommode the wounded to take both boxes, I took the one with clothing, and received the promise of rebel officers that the other would be forwarded to me. I never saw the second box or its contents afterwards, though I applied to Flag-Officer Hunter for it, giving him a particular description of its contents, by which they might be easily identified, and that officer promised, in a very polite manner, to have the things searched for and, if possible, returned to me. One of the officers, who was in a position to know, afterwards told me that if it was any consolation for me to know it, he could assure me that the Savannah ladies were amusing themselves with my private correspondence, and he had very little doubt that my official books and papers, as well as some of my private books, had found their way to the office of his excellency Flag-Officer Hunter.

With regard to our fare while at Macon: our daily ration consisted of corn meal unbolted, about a pint; rice, a table-spoonful; a little miserable, sometimes maggotty bacon, (we called it soap grease;) a little, *very* little, salt, and a moderate supply of poor molasses.

We were told by the guard, to console us, that this ration was the same as they got themselves, and I think it likely enough that they told the truth. I know that while at Savannah I tabled with the rebel surgeons in the hospital, and that during all my stay there, nearly six weeks, we had coffee never, tea only five or six times, butter about as often, and to the credit of the surgeons be it said, that while they denied themselves the luxury of tea at \$30 to \$40 per pound, they had it furnished to our wounded, and generally fed them better than they fed themselves. Afterwards, at Charleston, our rations were somewhat better, the meal being bolted, and wheat flour and fresh beef being issued occasionally. At Macon, as well as at Charleston, we had the opportunity to buy of sutlers within our quarters. At Macon the rebel medical authorities sent a request to us, the United States surgeons, that we would take medical charge of our sick there, telling us at the same time that our compliance would release three of their medical officers for duty elsewhere. We suspected that they had a plan for mingling a good many of their sick and wounded with a

few of ours, (there were but few sick at the time,) and so getting the practical use of us for their own benefit, while yet holding us as prisoners of war in violation of the usage of civilized states. We held a meeting to consider the case, and, on my motion, returned the following for an answer to their proposition :

“ We, the undersigned, United States medical officers, now held as prisoners of war at Camp Oglethorpe, near the city of Macon, Georgia, in public meeting assembled, have unanimously resolved that, inasmuch as we consider our rights as medical officers to be violated by the fact of our imprisonment, we decline rendering any professional services until our liberty is restored, or unless circumstances may require of us to take professional charge of our *fellow prisoners as an act of humanity.*”

This answer excited their wrath, and they threatened to force us to comply. We suggested they would have a happy time forcing the medical profession to do professional service. They gave up the point and retained their own surgeons. Afterwards, when there seemed to be some real need of our aid for the benefit of our own wounded who were brought into Macon, a sufficient number of us volunteered and rendered our aid, putting the service on the score of humanity, as we had provided.

The prisoners at Macon were removed in detachments of six hundred and less to Savannah and Charleston. I was sent in a company of three hundred, which included all the medical officers at that time prisoners in Macon. We travelled in box cars. Arrived at Charleston, we were at first stowed away uncomfortably close in a large, strong building, formerly used as a city prison and workhouse. It is built in regular prison style, with its little cells and great iron gratings, and its long and dreary-looking corridors. The place was badly supplied with water, the yard was small, and the accommodations for cooking poor and scanty.

The surgical authorities at Charleston expressed themselves surprised that we should have been sent there as prisoners of war, and promised to exert themselves in our behalf. They appear to have kept their promise to some purpose, for we were soon transferred to pleasant quarters, (the house previously occupied by General Seymour and staff,) and after a brief residence there, we, *i. e.*, the surgeons, with a few chaplains—we, who had been held and “treated as other prisoners of war,” now find ourselves under the old flag again, and that, as we understand it, without conditions of any kind. We returned by flag-of-truce boat on Saturday, the 3d instant. * * * *

Very respectfully, your most obedient servant,

W. H. PIERSON,

Acting Assistant Surgeon, U. S. N.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron.

Detailed report of Lieutenant Commander Pendergrast.

WASHINGTON, D. C., October 22, 1864.

SIR: In conformity with the desire expressed in my official report of June, 1864, to make a full statement of the capture of the United States steamer *Water Witch*, I have the honor to submit the following :

On the morning of June 3, 1864, about 3 a. m., we were attacked by the enemy in seven (7) launches, containing, according to the rebel accounts, one hundred and forty (140) officers and men of the rebel navy. Owing to the darkness of the night and the carelessness of the officer of the deck, Acting Master's Mate E. D. W. Parsons, the boats were allowed to approach within

thirty (30) yards of us before the alarm was given, which was done in such a slight manner as to have but little effect in assembling the men at quarters. On hearing a noise, I sprang up the companion-way and inquired of the officer of the deck "what is the matter," but received no reply, except from the rebels, who were shouting the word "rebels," "rebels." I immediately gave the order to slip and start the engines ahead, and send everybody on deck, and then jumped to my state-room to get my arms and some clothing. Upon regaining the deck, while making my way to the hurricane deck, I was struck by a cutlass on the head and rendered insensible. Upon recovering my faculties I went on the hurricane deck and rang the bell to go ahead on the engine, in hopes of swamping the boats of the enemy. The engine made half a revolution and then stopped for some unaccountable reason. Soon after ringing the bell I fell on the deck from loss of blood. During this time all of the officers, with the exception of the engineers and Acting Master's Mate Parsons, who, I believe, left the deck and went below without being relieved, were fighting with great bravery and success upon the quarter deck, not only keeping the enemy from boarding, but dropping three out of four boats that attacked us aft astern, two of which were so much cut up as to be unable to return to the attack, but drifted helpless until they reached the enemy's batteries at Beaulieu, while the fourth boat made but few efforts to board. Of the number that gained our decks, but one succeeded in reaching the engine-room. A few of the men, with Coast Pilot R. B. K. Murphy, were fighting the enemy forward, but were soon wounded and rendered unfit for action by loss of blood. The enemy then meeting no resistance was able to gain our deck, and after securing the latches, poured aft in such numbers as to soon overpower the few officers left engaged in repelling the enemy on the quarter deck.

The men seemed paralyzed with fear, and remained under the hurricane deck without giving the officers the least support, though they were ordered out by Acting Assistant Paymaster Billings and Acting Ensign Hill. I found it impossible to discover the whereabouts of all the men, owing to the darkness, and there was but little opportunity for the officers to give many orders, as all were engaged in combat the moment they reached the deck, and continued to fight until struck down.

I regret to say the watch below evinced no desire to come on deck and defend the ship. Had the crew but emulated the noble example shown them by their officers, the result would have been far different.

I am at a loss to explain the behavior of the men, unless they were dissatisfied with being detained over the term of their enlistment, as nearly all of them were. I had already sent home for discharge twenty (20) of my best men, by order of Rear-Admiral J. A. Dahlgren, leaving me short in my crew; also two (2) watch officers (an acting master and acting ensign) had been detached from me, as well as an acting master's mate, rendering it necessary for me to order the acting master's mates to stand watch alone.

I regret to say that the engineers acted in the most cowardly manner. They were the only officers who surrendered, and that to one man. Had they obeyed my orders to work the engine, the enemy would have been unable to board us; but, so far from fighting the rebels, they surrendered at the first summons, and thereby lost the ship.

While a prisoner of war, Acting First Assistant Engineer Samuel Genther has conducted himself in the most disgraceful manner, having openly declared that, as he considered himself no longer an officer in the United States navy, he did not fight, and that the rebels ought not to hold him as a prisoner of war. And while confined in Macon, Georgia, he made the same statement to Colonel George C. Gibbs, commanding prisoners, asking to be released from confinement on those grounds. That the enemy paid dearly for their victory, their long list of killed and wounded will evince, numbering thirty-two (32) officers and

men: among their killed, their commanding officer, Lieutenant Pelot, and the only pilot they had to depend upon for the Savannah river.

Soon after the capture of the vessel, she was run up into Green Island sound, where she ran aground; and when the last of the officers left her, she had only eighteen (18) inches of water under her.

Late the same evening she was got off by lightening her, and succeeded in getting under the guns of Beaulieu battery. The officers and crew were then sent to Savannah. The wounded were well taken care of at the naval hospital at that place. The remainder were sent to Macon and Andersonville, Georgia.

Notwithstanding the defeat which I have sustained, I cannot close this report without recommending to the kind consideration of the department the gallant conduct of those officers and men who so bravely defended their ship. To C. W. Buck, acting master; Acting Ensign Charles Hill; Acting Ensign A. D. Stover; Acting Assistant Paymaster L. G. Billings; Acting Master's Mate C. P. Weston; Coast Pilot R. B. K. Murphy; Henry Williams, captain of hold; John Williams, captain of after guard; John Parker, gunner's mate; and Jarvis T. Hazelton, cockswain, I am indebted for a cordial support in the defence of the ship; and though every one of them was wounded, and many of them threatened with instant death unless they would say that they surrendered, I am proud to say that not one of them disgraced himself by doing so.

The enemy, with the aid of a greatly superior force, assisted by the neglect of duty on the part of the officer of the deck, and by the questionable conduct of the engineer, was enabled to take possession of the ship, but she was never surrendered to them.

I have the honor to be, very respectfully, your obedient servant,
AUSTIN PENDERGRAST,
Lieutenant Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Charles W. Buck.

BALTIMORE, October 23, 1864.

SIR: I have the honor to report my arrival here and release (on parole) from imprisonment by the rebel authorities of the southern States. I was captured June 3, 1864, in Ossabaw sound, Georgia, and was executive officer of the United States steamer *Water Witch*.

It becomes my duty to report that, at the time of capture, the *Water Witch* was in good order, and everything ready for action at a moment's notice. On the evening previous to our capture (as was the daily custom) the crew were inspected at quarters, the batteries cast loose and ship prepared for action, all the guns were loaded, and extra charges and projectiles for each gun were at hand in spare chests. At 8 p. m. I examined the buoy-rope, (on the cable,) shackle, and pin, saw hammer and chain-punch convenient, and all ready and easy to slip at a moment's warning. I gave the customary night orders to the officer of the deck, and made the evening report to the commander.

As near as I can judge, on the morning of June 3, between the hours of one and two o'clock, I was aroused from sleep by yells alongside and the springing of the rattle; heard the yelling plainly, (my air-port being open,) and think the yells awoke me before I heard the rattle. I immediately sprang out of my berth, slipped on pants and slippers, snatched up side-arms, and rushed on deck with the other officers. When I reached the deck, it was so very dark with sharp lightning as to render it almost impossible to distinguish one individual from another, but I could see persons climbing over the rails and boarding

nettings, and knew by the discharging of small-arms, yelling and cries of surrender, that some of the enemy were already on board. I heard Lieutenant Commander Pendergrast give the order, "Call all hands to repel boarders," "slip the chain and start the engine." Before I could get ten feet from the companion-way my passage was stopped, and a general hand-to-hand fight going on, in which I could distinguish the voices of Paymaster Billings and Ensign Stover. I fired all six charges from my revolver at those on deck and attempting to board, and believe every shot took deadly effect. I could not get forward of the wardroom skylight, but seeing boarding on the port guard, I attempted to train the howitzer on the boat—some one tried to assist me, (I think the paymaster,) but at that time I was struck or pushed down, and lost cutlass and pistol. Recovering, I again made the attempt, when I was felled senseless by a heavy blow on the forehead, and on recovering my senses I found myself on the poop-deck aft, with hands pinioned behind, and sentry over me. The officers in the wardroom were all quickly on deck, but it was impossible for them to get to their stations or rally their men, as the enemy were already on board, and each one was obliged to defend himself. I heard none say that they surrendered, nor any cry for quarter, and believe all who were engaged fought bravely and desperately until cut down or overpowered by superior numbers.

It is impossible for me to say what part, if any, our men took in the action; but with the exception of Jeremiah Sills, colored, landsman, who was killed; Jarvis Hazelton, cockswain; and John Williams, second captain after guard, who were on the look-outs; Henry Williams, captain of hold, and John Parker, gunner's mate, who were wounded; and Henry Hill, quartermaster, who captured a confederate and secured him in the pilot-house, I do not believe any of the others took any part at all. The officer of the deck, Acting Master's Mate E. D. W. Parsons, neglected giving the proper signal to call all hands to repel boarders, both before and after the order had been given by the commander, as also the order to slip the cable. I did not see or hear him on deck after the first alarm was given. The engine was started and made one or two revolutions after the order was given by the commander, and then stopped without orders; if it had been kept in motion we would have sunk or capsized every boat belonging to the enemy—evidence of which we have even from their own reports; and although the cable was not slipped, (according to orders,) the ship would have gained sufficient headway to have parted it.

I most confidently assert that if we had been allowed one minute longer to get on deck, and rally the men, it would have been impossible for the enemy to board us; and with such odds and circumstances against us, as well as the fact of our being short of three officers and some men, the ship was bravely and gallantly defended by the few who were engaged in the combat, as a comparison of the casualties on both sides will prove, as well as the acknowledgment of the enemy through the public prints. Since my capture I have been moved about several times from one place to another; occupying barracks, jails, work-houses, hospitals, open enclosures, and lastly, the notorious Libby prison, at Richmond.

My privations and sufferings have been considerable, but that of our enlisted men is beyond description.

Very respectfully, &c.,

CHARLES W. BUCK,
Acting Master, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNION PRISONERS PLACED UNDER FIRE AT CHARLESTON.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., June 17, 1864.

SIR: On the 16th I received from General Schimmelfennig, commanding the district, the enclosed paper from the United States officers now held as prisoners by the rebels in the jail at Columbia, and directed the paymaster of the fleet to forward the amount.

General Schimmelfennig also sent me a copy of a communication from the rebel General Ripley, and his own letter enclosing this to General Foster. Copies are enclosed, and also a copy of my reply to General Schimmelfennig.

This barbarous threat only evinces the desperate condition of the ruffians who make it, and will, I trust, meet the retribution it deserves.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Correspondence on the subject.

HEADQUARTERS NORTHERN DISTRICT, DEP'T OF THE SOUTH,
Folly Island, S. C., June 16, 1864.

ADMIRAL: I have the honor to transmit herewith a communication to the commander of the South Atlantic blockading squadron from Lieutenant Commander E. P. Williams, received by flag of truce from the enemy.

I avail myself of this opportunity to enclose a copy of a communication from Brigadier General Ripley, of the confederate army, and also a copy of my report to Major General Foster, commanding the department.

By the same flag of truce I received a Richmond paper of the 10th instant. Beyond the statement that General Grant had changed his base of operations from the White House to the James river, and effected a junction with General Butler, it contained no news of importance. Some anxiety was felt in Richmond for the safety of Petersburg, that city having been entered by our cavalry, who were afterwards driven out.

An Augusta paper of the 9th instant contained no news of interest in regard to General Sherman's movements.

I should be very much obliged if you would permit me to retain the deserters who were sent from the fleet on shore for the present. They will be kept on Morris island subject to your orders.

I have the honor to be, very respectfully, your obedient servant,

A. SCHIMMELFENNIG,

Brigadier General, Commanding District.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

RICHMOND JAIL,
Columbia, S. C., May 10, 1864.

SIR: I have the honor to request, for the comfort of the naval prisoners held here, that eight hundred and forty dollars (\$840) in gold may be forwarded to me for distribution, as follows:

Lieutenant Commander E. P. Williams.....	\$100
Lieutenant G. C. Remey.....	100
Lieutenant S. W. Preston.....	100
Lieutenant E. T. Brower.....	50
Ensign B. H. Porter.....	100
Acting Assistant Paymaster G. W. Burkett.....	50
Acting Ensign E. G. Dayton.....	100
Acting Ensign M. W. Tillson.....	40
Acting Ensign George Anderson.....	25
Acting Ensign Wm. B. Arrants.....	25
Third Assistant Engineer J. H. Harmony.....	50
Acting Master's Mate C. S. McCarty.....	50
Acting Master C. P. Hovey.....	50

Very respectfully, your obedient servant,

E. P. WILLIAMS,
Lieutenant Commander and Senior Officer.

Commodore S. C. ROWAN,
Commanding S. A. B. Squadron, off Charleston, S. C.

FLAG-SHIP PHILADELPHIA,
Off Morris Island, S. C., June 16, 1864.

GENERAL: Yours of to-day is just received. There is no gold at this post, but only in the Wabash, at Port Royal. It will be sent for and transmitted to you, if you will be so good as to have it forwarded to our comrades by the same channel as their letter reached you.

In regard to the hint from the rebel general concerning the United States officers, I can only say that Charleston is a fortified place where arms of all kinds are collected; where iron-clads are being built in full view; where torpedoes and other base means of unrecognized warfare are made, and whence they issue.

Hitherto the rebels have never sent prisoners from other parts to be confined in Charleston; they have not even retained those who were captured here, but have sent them away. It is an unusual proceeding, therefore, to bring these prisoners here now, and can have only one purpose—to prevent us from firing at the city. It is absurd to convey the idea that these prisoners are thus put on no worse terms than their women and children; these can leave the city if they choose to do so; whereas these prisoners cannot leave, and are thus to be exposed to the peril of their lives for no other object than to deprive us of a right of war; for Charleston is not only a place of arms, but is the sight of powerful batteries, and forms part in the system of defence of the harbor.

Shall you not fire at their batteries? If our iron-clads ever confront them, shall they not fire at them?

Wherefore the confinement of our comrades of any rank under the fire of our own cannon, when such is not only needless but unusual, can only be viewed as another of those violations of civilized warfare which have so often disgraced even rebellion, and deserve the execration of all mankind. Rebeldom may

furnish precedent for this, but it is shocking to every sense of humanity, and will no doubt meet the retribution it merits.

It is said the authorities of Charleston have been guilty of disinterring the remains of one of my officers, mortally wounded at Sumter, and removing them to a potter's field; the precedent for which horrible villany they no doubt find in the proceedings of their leaders at Richmond. I doubt not their full *inclination* to pursue this or any other infamous course to obtain their ends, but I do not believe they dare do it. The whole world would cry out against the cowardly brutes who would expose unfortunate and defenceless prisoners to death from the cannon of their own friends.

I am also of the opinion that General Jones and General Ripley will be fully entitled to be hanged, if they are taken, for being guilty of the intent and threat to murder.

It is most probable that your fire has inflicted greater injury lately than hitherto upon some of their military operations. We should not be bragged or bullied out of any success in crushing the rebellion.

Please not to trouble yourself to return the deserters to whom you refer.

You will oblige me by forwarding the enclosed note from Mrs. Meade to her son, Lieutenant Meade, of this squadron, now a prisoner at Richland jail, Columbia.

I am, general, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

Brigadier General A. SCHIMMELFENNIG,

Commanding Northern District.

HEADQUARTERS NORTHERN DISTRICT, DEP'T OF THE SOUTH,

Folly Island, South Carolina, June 15, 1864.

CAPTAIN: I have the honor to report that yesterday evening I received by flag of truce a letter from General Johnson to the major general commanding department, a letter from General Ripley to myself, which I respectfully annex, and several private letters by the same means.

My only answer to General Ripley, until orders from the major general commanding are received, has been and will be a continuation of the usual fire on the city, with a constant change of direction, to avoid if possible the design of the enemy to bring their prisoners under fire.

The officer who received the flag of truce reports to me that the confederate officers, in order to get an immediate answer, stated they would wait, knowing General Foster to be present in the district.

Charleston must be considered "a place of arms." It contains a large arsenal, military foundries, &c., and has already furnished three iron-clads to the enemy. It is our duty to destroy these resources.

In reference to the women and children of the bombarded city, I therefore can only say the same situation occurs whenever a weak and strong party are at war; and the practice of exposing prisoners of war to the fire of the attacking force is as old as the fact that weak and wicked parties must fall under the blows of justice.

I may be allowed here to state that the act which the enemy has now committed he has threatened ever since the first shell exploded in the city, over nine months ago, and it is therefore fair to suppose some special reason now to exist for the fulfilment of his threat, although I can find no reason other than his desperate situation.

In my opinion the endeavor of the enemy to force us to give up the bom-

bardment should be the reason for its continuation. At the same time, as a means to force him to give up his barbarous practices, the simple fact of retaliation can be made effectual, as I have as many places where his shells fall as he has in Charleston where mine fall. I also think that the United States can furnish as large a number of confederate generals and field officers as they can procure of ours.

From the fact of the enemy's being so anxious for an immediate answer, I am led to believe the whole thing a ruse, or at least only a threat not yet carried out.

I have the honor to be, very respectfully, your obedient servant,

A. SCHIMMELFENNIG,

Brigadier General, Commanding District.

Captain W. L. M. BURGER,

A. A. G., Department of the South.

HEADQUARTERS, FIRST MILITARY DISTRICT,
Dep't of S. C., Ga., and Fla., Charleston, June 13, 1864.

GENERAL: I have the honor to enclose, for transmission to the commanding general of the United States forces on this coast, a letter from Major Samuel Jones, commanding this department. The letter informs him that five generals and forty-five field officers of the federal army, prisoners, have been ordered to be confined in Charleston. These officers have been placed in my charge, and will be provided with commodious quarters in a part of the city occupied by non-combatants, the majority of whom are women and children.

It is proper that you should know, however, that the portion of the city in which they are located is, and has been for some time, exposed day and night to the fire of your guns.

Very respectfully, your obedient servant,

R. S. RIPLEY,

Brigadier General, Commanding.

General SCHIMMELFENNIG,

Com'dg U. S. Forces, Morris and Folly Islands, &c., &c.

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, June 19, 1864.

SIR: I enclose a Charleston Mercury, of the 14th, brought to me by a person who represents himself as an escaped prisoner. The department will perceive, by the article which I have marked, that the threat conveyed by the rebel commander here to General Schimmelfennig has been put in course of execution.

It is incredible that any one calling himself a man should resort to the infamous act of thus exposing the lives of his captives—unable to defend themselves or to leave this doomed city—in order to shield themselves. Such a barbarous policy will not serve to lessen the indignation of our soldiers, or their preference for death in battle rather than by such atrocious measures.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[From the Charleston Tri-weekly Mercury.—Editorial.]

TUESDAY, *June 14, 1864.*

For some time it has been known that a batch of Yankee prisoners, comprising the highest in rank now in our hands, were soon to be brought hither to share the pleasures of the bombardment. They accordingly arrived here on Sunday. We give a list of their names and rank :

Brigadier General Seymour, Brigadier General Wessels, Brigadier General Scammon, Brigadier General Shaler, Brigadier General Hickman, Colonel T. G. Grover, Colonel R. Hawkins, Colonel R. Harrismon, Colonel J. H. Lehman, Colonel O. H. Legrange, Colonel W. C. Lee, Colonel R. White, Colonel H. C. Bolinger, Colonel H. L. Brown, Colonel E. L. Dana, Colonel E. Fardell, Lieutenant Colonel E. S. Hays, Lieutenant Colonel N. B. Hunter, Lieutenant Colonel F. N. Higginbotham, Lieutenant Colonel G. C. Joslin, Lieutenant Colonel W. E. McMakin, Lieutenant Colonel D. Miles, Lieutenant Colonel W. C. Maxwell, Lieutenant Colonel J. D. Mayhew, Lieutenant Colonel S. Morfitt, Lieutenant Colonel E. Alcott, Lieutenant Colonel J. Potsley, Lieutenant Colonel A. F. Rogers, Lieutenant Colonel J. H. Burnham, Lieutenant Colonel C. B. Baldwin, Lieutenant Colonel W. G. Bartholimer, Lieutenant Colonel W. R. Cook, Lieutenant Colonel C. J. Dickerson, Lieutenant Colonel J. T. Fellows, Lieutenant Colonel G. A. Fairbanks, Lieutenant Colonel W. Glenn, Lieutenant Colonel T. P. Spofford, Lieutenant Colonel W. W. Stewart, Lieutenant Colonel F. W. Swift, Lieutenant Colonel A. W. Taylor, Lieutenant Colonel W. P. Lascelle, Major C. H. Bures, Major W. F. Baker, Major E. W. Bates, Major J. F. Clarke, Major D. A. Carpenter, Major W. Crandall, Major H. D. Grant, Major J. Hall, Major J. N. Johnson.

These prisoners, we understand, will be furnished with comfortable quarters in that portion of the city most exposed to the enemy's fire. The commanding officer on Morris island will be duly notified of the fact of their presence in the shelled district, and if his batteries still continue their wanton and barbarous work, it will be at the peril of the captive officers.

COMBINED NAVY AND ARMY DEMONSTRATION AGAINST THE REBEL WORKS
NEAR CHARLESTON.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Stono River, S. C., near Mr. Paul Grimal's House, July 11, 1864.

SIR: On the 20th of June I received the department's communication stating that the rebels were preparing for a simultaneous move on the blockade inside and outside, in order to cover the exit of a large quantity of cotton.

The next day I sent the Sonoma and Nipsic as outside cruisers, to cover the blockade south of Port Royal where it was weakest, and where the chief effort was to be made. I also left Charleston for Port Royal, in order to confer with General Foster, and devise some means for counteracting the designs of the rebels. The general preferred to cut the railroad between Charleston and Savannah, as a preliminary, in order to prevent the concentration of the rebel forces. Some days were required to collect the troops, and on the night of the 1st of July General Foster left Port Royal, and I also with the monitor Montauk. The plan of General Foster, which I received from him, was as follows :

"General Schimmelfennig, will land at Legareville with one thousand men, Friday night, July 1, and will also land two thousand men on Cole's island on the same night, and front Secessionville. General Hatch will land at Seabrook at the same time with four thousand men, and will be at the ferry, near Rantaul's bridge, on Saturday night to demonstrate against the city and Fort Pemberton on Sunday and perhaps Monday. General Birney will go into North Edisto, and, as high as possible, land to destroy railroad.

"The navy will enter Stono Saturday morning and previous night to co-operate with General Schimmelfennig, as far as line from Battery Pringle to Secessionville. One or two gunboats will ascend North Edisto and co-operate with General Birney to insure his landing. This is a demonstration only, but may be converted into a real attack after consultation between General Foster and Admiral Dahlgren.

"If General Schimmelfennig notifies the naval officer in Stono that he intends to assault the works in front of him, all the disposable naval force is to assist him, and as often as he repeats the assault."

On the second day of July, as soon as the tide served, the monitors Lehigh and Montauk crossed the Stono bar. Besides these, the naval force here consisted of the Pawnee, McDonough, and Racer.

General Schimmelfennig had occupied ground in front of Cole's island early in the morning of the 2d, and the McDonough (Captain Phythian) opened on Battery Pringle and contiguous works. I ascended the Stono in the Montauk (Captain Fillebrown) as soon as she crossed the bar, but in the darkness of the night it was impossible to judge if we had reached an effective range, and the channel became so narrow that the pilot was reluctant to proceed, the vessel not having a foot of water under her bottom, and several efforts to go further indicated that the monitor would ground with a falling tide.

Next day the vessels were in position, opened on the rebel batteries and swept the ground in front of General Schimmelfennig's position, where he believed the rebels were making disposition for an assault on him. Meanwhile I learned that an attempt to carry Battery Simkins on the extreme right had failed signally. And in the evening General Foster arrived from Edisto, where the column under General Birney had also been withdrawn without having produced any effect. I had sent the Dai Ching, (Captain Chaplin,) Wamsutta, (Captain Lee,) and Geranium, (Acting Master Montell,) to assist; but the latter only was able to advance far enough to come in contact with a rebel battery, which was done very handsomely. Meanwhile General Hatch had landed on the southern extremity of John's island and marched across it so as to form the left of our position at this place, General Schimmelfennig being on the right and the navy in the centre. I proposed to land guns and plant a battery on the John's island bank of the Stono, which, backed by the two monitors, would silence the line of works which bar our progress across James's island.

Tuesday afternoon General Foster, General Hatch, and myself landed and rode up along the southern bank of the Stono, where we made a close examination of the rebel works on the Stono. The engineer officer, however, after a careful scrutiny, pronounced the works too strong for our force. At this time General Hatch's force occupied ground a mile or two to the left of our locality. Meanwhile the two monitors were in position so as to reach Battery Pringle, which they did, sweeping round from that across the space between the rebel works and General Schimmelfennig's. The Pawnee, the McDonough, and the two mortar schooners, Racer and Para, maintained a steady fire in the same direction, and with good effect, as the annexed letter of the general shows. Their practice was exceedingly good, though it was necessarily too limited to exert any decided effect on the works themselves.

On Friday General Foster with General Hatch came on board and decided

that the rebel force in front, and in connexion with their works, was too large to render further serious efforts profitable, and, therefore, the troops would be withdrawn from John's island.

On Saturday (9th) the rebels made a stubborn assault on our advance on John's island and repeated it, but were repulsed with loss, in which, I am told, the black soldiers did very well. During the night of the 9th the embarkation of the troops in the transports was begun, and by Sunday at 2 p. m. all of our men were withdrawn from John's island. General Foster left about noon for Port Royal. The vessels were, however, kept in position until Monday daylight, in order to give any of our stragglers an opportunity of escaping.

I beg leave to mention the excellent service rendered by the chief of staff, Captain Bradford; the junior officers of the staff were also active and useful, Lieutenant M. L. Johnson, Ensigns E. J. Dickman, J. C. Pegram, and C. H. Craven.

The different vessels were ably handled by their several commanders. Commander G. B. Balch, Lieutenant Commanders Alexander A. Semmes, T. Scott Fillebrown, A. W. Johnson, R. L. Phythian; Acting Masters Alvin Phinney and Edward G. Furber. Chief Pilot W. Haffords was useful as usual.

The only casualties were from a shot which struck the Montauk, taking off the leg of James Norton, (cockswain,) and wounding John C. Patterson (ordinary seaman,) so that amputation may be necessary.

I enclose copy of Captain Johnson's report.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter of acknowledgment from General Schimmelfennig.

HEADQUARTERS NORTHERN DISTRICT, DEP'T OF THE SOUTH,

James's Island, South Carolina, July 6, 1864.

ADMIRAL: I take pleasure in informing you of the excellent practice by your gunboats and monitors on Stono river yesterday. They drove the enemy out of his rifle-pits, and prevented him from erecting an earthwork which he had commenced. As I shall probably have to occupy that line again before long, this fire of your monitors will undoubtedly save many lives on our side, for which I desire to express to them my thanks.

From all the information I have along my line, it seems to me that the re-enforcements which the enemy has received are small. The enemy has moved either the whole or a part of the 1st regiment South Carolina infantry from Sullivan's Island on to my front. They are well drilled as heavy artillery.

From the intercepted despatches of the enemy I learn that he is very nervous in regard to Simpkins and Johnson, expecting another attack every moment, and asking the rebel commodore for re-enforcements and boats to guard his front.

According to orders received from the major general commanding department, Forts Putnam and Strong have again opened fire on Sumter.

I have the honor to be, very respectfully, your obedient servant,

A. SCHIMMELFENNIG,

Brigadier General, Commanding District.

Admiral DAHLGREN,

Commanding S. A. B. Squadron.

Casualties on the Montauk.

UNITED STATES IRON-CLAD MONTAUK,

Stono River, South Carolina, July 9, 1864.

ADMIRAL: I regret to inform you that, in engaging battery Pringle this afternoon, James Norton (cockswain) was so seriously wounded by a shot from the enemy as to render the amputation of his left leg necessary; John C. Patterson, ordinary seaman, was also severely injured in the left leg by the same shot.

The deck on the port side near the turret was struck twice, and a portion of the wood work beneath splintered.

The enemy appeared in small force in the old earthwork below battery Pringle and cheered the effects of the rebel shot. They fired on the monitor with musketry, but were dispersed by a few rounds of grape and canister.

I am, respectfully, your obedient servant,

A. W. JOHNSON,

Lieutenant Commander, Commanding Montauk.

Rear-Admiral J. A. DAHLGREN, U. S. N.,

Commanding S. A. B. Fleet, Flag-Steamer Philadelphia.

UNITED STATES IRON-CLAD MONTAUK,

Up Stono River, South Carolina, July 10, 1864.

SIR: I have to report that, on the 9th instant, at 6 p. m., while the United States steamer Montauk was in action with Battery Pringle, the following casualties occurred:

James Norton, seaman, lacerated and contused wound of the left leg, rendering amputation necessary; John C. Patterson, ordinary seaman, lacerated and contused wound of the left leg, produced by a solid shot from the enemy.

It affords me pleasure to acknowledge the valuable assistance of Passed Assistant Surgeon Nelson, of the Pawnee, and Assistant Surgeon Plant, of the Lehigh.

Very respectfully,

HENRY C. ECKSTEIN,

Assistant Surgeon.

A. W. JOHNSON,

Lieutenant Commander, Commanding.

EXPEDITION TO MCINTOSH COUNTY, GEORGIA.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Port Royal Harbor, South Carolina, August 8, 1864.

SIR: I forward to the department two reports of very creditable excursions into the rebel territory.

These clearly exhibit how entirely the country is denuded of its fighting men. Of 26 persons picked up at a country meeting, but few were between the ages of 20 and 50, &c. * * *

I have the honor to be, &c.,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander George M. Colvocoresses.

UNITED STATES SLOOP-OF-WAR SARATOGA,
Doboy Sound, Georgia, August 6, 1864.

SIR : I have the honor to submit the following report of an expedition which left the Saratoga, the ship under my command, on the evening of the second instant:

Object of expedition.

It was to surprise and capture the male inhabitants, who had been ordered to meet at the court-house of McIntosh county, Georgia, on the third day of August for the purpose of forming themselves into a coast guard, which order I had read in the Savannah Republican of the twenty-seventh of July, 1864.

Personnel of the expedition.

It consisted of myself, Acting Ensign Edward Rogers, Acting Ensign George O. Fabens, Boatswain Philip J. Miller, Acting Master's Mates William A. Stennard and Thomas Dalton, Acting Captain's Clerk John W. McReynolds, and one hundred and seven sailors and marines, making a total of one hundred and fifteen persons, including Dr. Winthrop Butler, who accompanied the expedition as surgeon.

Our departure from the ship and landing on the main land.

The expedition left the ship on Tuesday, August 2, 4.40 p. m., in seven boats, and reached the main land shortly after 9 o'clock p. m. The night was very favorable to our design, there being no moon by which the enemy could discover our movements as we approached the landing.

March and arrival of the expedition at the court-house.

As soon as the expedition was landed I sent all the boats back to the ship, with an order to the executive officer to let them meet me the next day at the landing, called the ridge, some seven miles distant from the first landing, but nearer the ship.

The expedition was then formed into a line, and Acting Master's Mate Stannard, with five men, sent ahead as skirmishers. The expedition being now ready to move forward, we began our march. We did not meet with any person or see any house until twelve o'clock, when the skirmishers fell back to the line, and Mr. Stannard reported a dwelling-house ahead. We passed it as silently as possible in order not to awake the inmates, and in a few minutes after we found ourselves on the main road leading to Savannah. We proceeded on this road until we came to a bridge, when the expedition halted, and I directed Mr. Miller and seven men to take charge of the bridge and capture every one who should attempt to pass over it, coming from the direction of the court-house, and also to burn the bridge at 11 o'clock in the day, which I calculated would be about the hour the meeting at the court-house would take place, and thereby not only prevent any one's escaping in that direction on our making the intended assault, but prevent likewise an attack on our rear from some three hundred cavalry, which I had been informed were encamped a few miles beyond the bridge.

Having thus disposed of Mr. Miller and his command, the expedition resumed its march, and on reaching the road which led to the court-house I divided my

forces, giving Mr. Rogers one-half, with which he marched on to the right of the court-house, while with the other half I proceeded to the left of the court-house. When we arrived abreast of the building we all took to the neighboring woods, and there remained concealed until the proper time for making the attack should arrive, which was the same that had been fixed on for firing the bridge left in charge of Mr. Miller.

When the signal for attacking was made, we immediately charged at a double-quick and completely surrounded the meeting, and all who composed it were captured, except three who succeeded in making their escape. By this time Mr. Miller and his command had arrived, bringing with him eleven men whom he had captured near the bridge; he also brought a number of horses and buggies. There being no prospect, after the bridge was set on fire, of our taking any more prisoners, I gave the order, on the arrival of Mr. Miller, for the expedition to again form in line, and placing the prisoners in the centre we started to return to the ship.

When about half way we captured three more men who were on their way to the meeting. As we proceeded I caused every bridge we crossed to be destroyed to prevent pursuit; I also burnt the large encampment which stood near the road leading to Darien, and which was to have been occupied by the force now being raised to defend the coast.

The expedition arrived safely at the ridge at sunset; but as my order in regard to the boats had been misunderstood, we did not reach the ship until about noon next day.

The following is a summary of what the expedition accomplished:

We took twenty-six prisoners, twenty-two horses and buggies, destroyed two bridges, and burnt a large encampment which the enemy greatly needed for the protection of his forces; and we did this in broad daylight, and fifteen miles from our boats, without losing a single life or meeting with any unpleasant accident.

You will perceive, sir, on examining the descriptive list of these prisoners, that several of them held, at the time of their capture, important civil offices.

It affords me great satisfaction to close this report with the acknowledgment that I am much indebted for the success of the enterprise to the officers and men under my command; the behavior of both throughout was truly admirable.

Very respectfully, your obedient servant,

GEO. M. COLVOCORESSES,

Commander, U. S. Navy.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

DESTRUCTION OF SALT WORKS NEAR BACK RIVER.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,

Port Royal Harbor, S. C., August 8, 1864.

SIR: I enclose herewith a report from Captain Swann, commanding the United States steamer Potomska, giving an account of a raid in which he succeeded in destroying an extensive rebel salt works, in the course of which his small force had a sharp skirmish with the rebels, in which he lost one man killed and four wounded,

The object of the expedition was, however, entirely accomplished, and there is every reason to believe that the rebels were punished severely by the fire from our boats.

Captain Swann speaks very highly of the Spencer rifles, with which his men were armed.

I sent a steamer to bring up the wounded, and commended Captain Swann for the handsome manner in which the affair was executed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant R. P. Swann.

UNITED STATES STEAMER POTOMSKA,

July 30, 1864.

SIR: I have the honor to report the destruction of two salt works on a creek leading out of Back river, six miles from its mouth. One of the works contained twelve pans and the other six. The pans were the largest I have ever seen, and the masonry very substantial.

I started from the ship at 2 this a. m., and landed at the first work just before daylight. I destroyed the pans so effectually that not one of them will hold water. I burned all the buildings, destroyed 150 bushels of salt, and broke up all the wagons. I took six contrabands employed in the works. The pans were three-fourths of an inch thick, and it took me so long to destroy them that I was not ready to return to the ship until 9.30 a. m. The water in the creek was then very low and the swamp was from five to six feet above the gunwales of the boats, the creek at the time not being more than ten feet wide, and the water so shoal that in places we were forced to drag the boats through. At 10 a. m., when we had proceeded one-half mile, we were fired on by the enemy from the marsh bordering the creek, and at the distance of about ten yards. I had my first and third cutters, commanding the expedition myself in the third cutter, with a crew of six men. I was followed by the first cutter, commanded by my executive officer, Acting Ensign Andrew Curtis, with eleven men. Their first volley was most effective, wounding three men in my boat, one mortally, (since died,) and two severely. There were two wounded by the same volley in the first cutter. Our arms, the Spencer rifle, saved us all from destruction, as the rapidity with which we fired caused the enemy to lie low, and their firing was, after the first fire, very wild. The sails of the first cutter were pierced by fourteen balls, and there are five in her hull. The third cutter was struck in hull and sails several times. We fought them three-quarters of an hour, some of the time up to our knees in mud, trying to land and capture them, and some of the time in the water, with the boats for a breastwork. The mud was so soft that we found it impossible to land and fight them, but the raking fire we kept up on them, firing at the smoke of their guns, drove them off. We could hear the cries of their wounded, and several were shot while retreating. None of our wounded made any noise. I cannot sufficiently commend the conduct of my executive officer, Andrew Curtis, and his coolness and bravery under the galling fire to which we were subjected deserves the notice of the department. The men behaved beautifully, and one of them in my boat, Charles Sylvester, when wounded severely, the ball entering his shoulder and coming out of his back, said, "it was nothing but a flesh wound", and fought until we had driven the enemy back, he bleeding profusely all the while. Mr. Curtis speaks very highly of the conduct of Luther M. Millington, paymaster's

steward. All the wounded are doing well, and the damage done to the enemy will more than compensate for our loss. I enclose a list of casualties. We expended 200 rounds of ammunition.

I am, sir, very respectfully, your obedient servant,

R. P. SWANN,

Acting Volunteer Lieutenant, Com'dg U. S. Steamer Potomska.

Report of casualties.

JULY 31, 1864.

SIR: I have to report five men wounded in the expedition of July 30, 1864, namely, Henry W. Briggs, mortally, a minnie ball striking him about four inches to the left of the second lumbar vertebræ, passing directly through the body, lodging beneath the skin on the right of the epigastric region—he died about 9 o'clock p. m., from internal hemorrhage; Charles E. Sylvester, seriously, the ball striking directly over the insertion of the deltoid muscle, passing out directly over the inferior angle of the scapula; James Butler, not seriously, a buck-shot wound under the eye; Edward Merk, slightly, on hip, and Albert R. Dible, slightly, on thigh.

Respectfully,

CHARLES C. WILLIAMS,

Surgeon's Steward, in charge.

Captain R. P. SWANN.

DESTRUCTION OF SALT WORKS.

FLAG-STEAMER HARVEST MOON,

Charleston Roads, August 23, 1864.

SIR: It gives me pleasure to inform the department that Captain Colvocoresses has executed another descent into the rebel territory and captured a lieutenant and twenty-eight privates of company F, 3d South Carolina cavalry, dispersed the remainder, captured their arms and equipments, burned the encampment, destroyed two large salt works, captured six overseers and seventy-one slaves, destroyed the bridge on the main road to Savannah, and captured a mail, &c.

The activity and skill thus manifested by Captain Colvocoresses is entitled to the highest commendation, and I shall soon give him another and wider field for his labors.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

EXPEDITION UP THE WHITE OAK RIVER.

Report of Acting Master W. T. Gillespie.

UNITED STATES STEAMER BRAZILIERA,

St. Simon's Sound, Georgia, October 20, 1864.

SIR: On the night of the 13th instant I went in charge of an expedition up the White Oak river, with two boats from my vessel and one from the

Mary Sanford. We succeeded in securing fifty negroes belonging to J. Morrison, a planter. During the time two of my men in some manner became detached from me. I waited and sent two officers to search for them as long as I considered it prudent. I then proceeded with the boats to the Mary Sanford, who was lying at Penneman's Mills, Saltillo river, and while proceeding up the river the rebels fired on the steamer, killing Peter Collins, my pilot. On the 15th I returned to the bark. On the 17th Edward Sheridan, one of the men, returned and reported Charles Thompson, the other man, a prisoner in the hands of the confederates. The cause of this misfortune was in these two men having found some liquor, when Thompson became intoxicated and went back to the house after plunder. Sheridan made the best of his way to the vessel in a canoe he found on the marshes.

I have the honor to be, very respectfully, your obedient servant,
W. T. GILLESPIE,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Master Z. Kempton.

UNITED STATES STEAMER MARY SANFORD,
St. Andrew's Sound, Georgia, October 16, 1864.

SIR: I respectfully report going up the Big Saltillo river with my command, on the evening of the 13th instant, drove the pickets from Penneman's Mills, and anchored for the night at that place, to wait for the return of Acting Master Gillespie, commanding the United States bark Braziliera, who had gone up the White Oak river with two boats and twenty men of his command, and one boat, two officers and ten men from this vessel, to take the negroes from Captain John Morrison's plantation, who were harvesting corn at that place for the confederate soldiers stationed in that neighborhood.

Captain Gillespie returned in safety to this vessel on the morning of the 14th instant, bringing with him all the negroes from the Morrison plantation, forty-seven in number.

Having learned that there was a large quantity of corn and rice stored at the town of Jeffersonton, on the river, twelve miles above Penneman's Mills, in transit to Savannah, for the confederate government, taking with me Captain Gillespie, his pilot, men and boats, at 2.30 p. m. got under way and proceeded up the river. While passing Yellow Bluff was fired upon by a company of cavalry that was secreted behind trees and in the grass. They were driven from their hiding place in five minutes with canister and shrapnell, and as they were not over two hundred yards from our guns, they must have been punished severely. I regret to state that the fourth shot fired at us instantly killed Peter Collins, our pilot, the ball passing through his body near the heart. The killing of Mr. Collins is the only casualty that happened during the fire of the enemy. We passed above the bluff about a mile. Having lost our pilot, I was obliged to abandon further proceedings and return down the river. While passing Yellow Bluff the enemy did not show themselves. We anchored for the night at the mouth of White Oak river.

On the morning of the 15th instant we returned down the river, and round to St. Simon's, landed the contrabands at that place, and buried the corpse of Mr. Collins in due form. Mr. Collins was a brave officer and died at his post. His death is very much lamented by the officers and crew of the United States steamer Braziliera and this vessel.

My officers, men and myself are all anxious for a pilot, so that we can raid on these rivers when an opportunity offers.

Very respectfully, your obedient servant,

Z. KEMPTON,

Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

CAPTURE OF OFFICERS AND SEAMEN OF THE UNITED STATES STEAMER PERRY.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP PHILADELPHIA,
Off Morris Island, December 17, 1863.

SIR: I enclose herewith a report from Acting Master Gregory, commanding brig Perry, from which the department will perceive that three officers and twelve seaman of that vessel were captured by the rebels on December 5.

It appears from the report that this misfortune was owing to disobedience of orders on the part of the officer commanding the boats.

On the previous occasion, when the Ward landed a party to search for water and lost ten out of nineteen, I sent the Perry there expressly in order that the rebels might have a more powerful vessel to deal with, and I hoped a more experienced officer in command.

These blunders are very annoying, and yet I do not like to discourage enterprise and dash on the part of our officers and men; better to suffer from the excess than the deficiencies of these qualities.

At the same time, in the present instance, the officer of the boat stands charged with disobedience of orders, and if he were in my power he should surely answer for it.

Enclosed is the printed order which the department directed in consequence of the Ward's losing some men.

I have directed the Perry to be relieved by the Mangham, and if, on the arrival here of the former, an inquiry is found to be proper, it will be ordered.

Very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above, the Perry has arrived here, and from the captain's personal explanation the result seems to me most inexcusable.

The alleged disobedience of orders by the officers exonerates the commander of the brig.

Report of Acting Master S. B. Gregory.

UNITED STATES BRIG PERRY,
Off Morrill's Inlet, S. C., December 15, 1863.

SIR: It becomes my painful duty to report the loss of three of my officers and twelve men, on the 5th of December, under the following circumstances:

A vessel being fitted up for the purpose of running the blockade, and fearing that she might escape in the night, and avoid me by hugging the beach in shoal water, I determined to destroy her if I could. I despatched two boats for that purpose.

After shelling around the schooner, I ordered them to the beach, under the cover of our guns; instructed Mr. Arrants, acting ensign, to send one person to see if the way was clear, and if so, to forward one or two more to set fire to her, and the rest to remain in the boats to afford a retreat for the two or three on shore; but to my surprise he landed all but two of the crew of the first cutter, and in less than three minutes the cavalry rushed down and surrounded them and cut off their retreat. They attacked the boats, but our first shell scattered them, they harming no one in the boats. After some hand-to-hand fighting, our men surrendered, there being more than sixty in number of the cavalry; my precious son, a lad of seventeen years of age, was among the number captured. I cannot conceive how Acting Ensign Arrants made so great a mistake.

Very respectfully, your obedient servant,

SAMUEL B. GREGORY,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
*Commanding S. A. B. Squadron,
Flag-Steamer Philadelphia, off Morris Island, S. C.*

The following is a list of the killed, wounded, or prisoners, on the expedition of December 5, 1863:

1. William B. Arrants, acting ensign and sailingmaster.
2. George Anderson, acting ensign and sailingmaster.
3. George W. Burkett, acting assistant paymaster.
4. John P. Reinhardt, cockswain.
5. John Pinkham, cockswain.
6. Conrad Horse, seaman.
7. Albert Williamson, seaman.
8. James Davis, seaman.
9. William Henderson, seaman.
10. Michael Lawton, seaman.
11. Michael Tobin, seaman.
12. Peter Keefe, seaman.
13. Samuel B. Gregory, landsman.
14. William McDowell, landsman.
15. George A. Brimsmaid, landsman.

[order.]

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, S. C., December 14, 1863.

The Navy Department "disapproves" of officers and men staying from their "vessels, with or without permission," resulting "in their capture." It is therefore expressly forbidden in this squadron, and commanding officers will use such stringent measures to correct this evil as will suppress it.

Respectfully,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

OPERATIONS IN MURRILL'S INLET

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Off Morris Island, January 5, 1864.

SIR: Under date of December 17 I informed the department of the capture of a boat's crew from the Perry, and enclosed the report of the commanding officer, Acting Master Gregory.

I also stated that the Perry had been relieved by another vessel, as I was not satisfied with the account given by Acting Master Gregory.

There is little more to be learned than what appears from the report already enclosed. Under the circumstances, it was a blundering affair—without judgment on the part of the commanding officer, and aggravated by the alleged disobedience of the officer sent ashore in charge of the party.

Captain Gregory never stated to me that any further occurrences took place, but rumor induced me to make further inquiries, and the answers returned are enclosed, (E and F.)

As regards the alleged murder of one of the Perry's boat's crew, it seems to be derived from some contrabands who escaped subsequently from the inlet.

On examination I do not learn that any one of this party witnessed the murder, or saw the man, or had seen any person that had done so; but that a boy had a cap and stockings which were said to have been taken by some one else from our man, and that he told this to a man ashore, who told it to my informant.

If such an outrage has been perpetrated, it will be known satisfactorily from some of the boat's crew captured, and suitable measures taken to punish it.

After the Perry returned here, and I became acquainted with the principal facts of the mishap to her boat's crew, I directed Captain Green to repair to the inlet with the steamers Nipsic, Sanford, Daffodil, and bark Allen. 100 marines were embarked in these vessels, and additional boats, whose crews swelled the landing force to about two hundred and fifty men, with two boat howitzers.

The vessels left here late on the 29th ultimo, and arrived near the inlet next day in the afternoon, when they were joined by the schooner Mangham. That evening the wind began to freshen from northward and eastward, increasing through the night, with considerable sea. The next day the weather wore an appearance so unsettled that Captain Green felt compelled to abandon any attempt to disembark; he therefore directed the Allen to return to her station off Charleston, and the Mangham to the inlet, as before.

With the three steamers he sought anchorage some twenty miles below, where he made suitable disposition for the launches, and ordered the Nipsic to return and destroy the schooner, which had been one of the objects of my instructions to Captain Green.

This done, the vessels returned to this station, where they arrived on the 2d January.

In pursuance of orders, Captain Spotts returned to Murrill's inlet, which he reached on the 1st January, and opened fire from the heavy guns of the Nipsic, to scour the woods and also to destroy the schooner, which proving ineffectual by reason of intervening sand-hills, dispositions were made to land. Thirty marines, under Lieutenant Fagan, were put ashore and deployed as skirmishers across the spit, while a launch, with a howitzer, took position to enfilade any advance on their front by the rebel cavalry.

Thus covered, the seamen landed with a boat howitzer on its field-carriage, and opened on the schooner in the inlet. At the fifth round she took fire, and, with a valuable cargo of turpentine, was soon in one blaze. The party then re-

turned to the Nipsic. It had been placed in charge of the executive officer, Acting Master Churchill, who carried out his orders very creditably. Lieutenant Fagan, of the marine corps, Acting Ensigns Green and Taylor, and Acting Master's Mates Orcutt and Kitching, also performed their parts well. Previously thirteen contrabands had escaped to the Mangham.

I trust this correction will serve to moderate any gratification which the rebels may have derived from the capture of our boat's crew.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

P. S.—I herewith enclose reports of Captain Green, Commander Spotts, and Acting Masters Collins and Gregory, marked A, B, C, D.

A.

Report of Captain J. F. Green.

UNITED STATES STEAM-SLOOP CANANDAIGUA,
Off Charleston, S. C., January 4, 1864.

SIR: In obedience to your instructions, I left this anchorage, on the 29th ultimo, in the steamer Mary Sanford, accompanied by the steamer Nipsic, steam-tug Daffodil, and bark Ethan Allen, and proceeded to, and arrived on the following afternoon at, an anchorage distant about fifteen miles from Murrill's inlet, and was joined there by the schooner George Mangham.

Preparations were immediately made for disembarking in force at daylight the following morning for the purpose of accomplishing, so far as practicable, the object of the expedition, agreeably to your instructions. At sunset the weather appeared unsettled and somewhat threatening. The wind began to freshen from the northward and eastward, and a heavy swell to make from the southward and eastward. The wind and swell continued to increase during the night, and to such a degree until 4 o'clock the following morning as to endanger the safety of the launches in tow of the Mary Sanford and Nipsic. One of the launches broke adrift and was recovered with considerable difficulty. Soon after the recovery of the launch the wind and swell began to abate, but the weather still presented an unsettled appearance; and as the launches and also the men necessarily stationed in them to keep them free of water would, in my opinion, be jeoparded, if not lost, should heavy weather prevail for any length of time, I was reluctantly compelled to abandon any attempt to disembark in force, as contemplated, and to secure the safety of the launches by seeking a safe anchorage or harbor, and afterwards to carry out your instructions as far as lay in my power.

Accordingly I directed the Ethan Allen to return to her anchorage, near Rattlesnake shoal, and with the remaining vessels of the expedition, excepting the schooner Mangham, which had returned to her station off the inlet the night previous, proceeded to, and arrived early in the afternoon of the 31st ultimo at, an anchorage to the northward, and about ten miles distant from Georgetown light-house.

Here I directed the launches which the Nipsic had in tow to be transferred to the tug, and the removal of the boat howitzers from the launches to the Mary Sanford and Nipsic, and ordered Commander Spotts to proceed the next morning to Murrill's inlet and destroy a schooner known to be in the inlet, loaded and ready to run the blockade.

Commander Spotts skilfully and successfully executed the order, as will appear from his report, a copy of which is herewith enclosed, and rejoined the Mary Sanford and tug Friday night, the 1st instant, at their anchorage, from whence the three vessels returned to Charleston, arriving about noon on Saturday.

Very respectfully, your obedient servant,

J. F. GREEN, *Captain.*

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, Off Morris Island, S. C.

B.

Report of Commander J. H. Spotts.

UNITED STATES STEAMER NIPSIC,
Off Murrill's Inlet, S. C., January 1, 1864.

SIR: In obedience to your orders, I proceeded to this place and delivered to the United States schooner George Mangham twenty-six of her crew.

I discovered the schooner designated by you lying inside the inlet, and opened fire upon her, but did not succeed in setting her on fire in consequence of a sand-spit which concealed her hull. I therefore fitted out an expedition, under command of Acting Master Churchill, executive officer of this ship, consisting of two launches, with howitzers, and forty men, and two cutters, with thirty marines; landed one howitzer on the spit, in charge of Acting Ensign Taylor, of the South Carolina, and marines, under command of Lieutenant Fagan, of the marines; opened fire on the schooner at three hundred yards with howitzer, and the fifth shell set her on fire. The schooner and cargo, which consisted of turpentine, were entirely consumed. The expedition was ably commanded and designs executed by Acting Master Churchill, assisted by Lieutenant Fagan, of marines, Acting Ensign Green, Acting Ensign Taylor, of the South Carolina, and Acting Master's Mates Oreutt and Kitching.

Very respectfully, your obedient servant,

J. H. SPOTTS, *Commander.*

Captain JOSEPH F. GREEN,

Commanding United States Steamer Canandaigua.

C.

Report of Acting Master John Collins, jr.

UNITED STATES SCHOONER GEORGE MANGHAM,
Murrill's Inlet, S. C., December 30, 1863.

SIR: I have the honor to report that at four o'clock this morning a boat was observed making for this vessel from the shore, and upon being hailed it was discovered to contain thirteen contrabands, who had last night effected their escape from slavery, and including among their number four females and one infant, all of whom are now on board this schooner well cared for. They imparted considerable information respecting this locality and the saltworks now in progress, which, if correct, must prove of value.

They furthermore state that a schooner is now within the inlet, loaded with a cargo of turpentine, awaiting an opportunity to evade the blockade, and proceed

to Nassau; also that four companies of soldiers, principally cavalry, are engaged hereabout in the protection of these salt manufactories, and in patrolling the beach.

I have the honor to be, very respectfully, your obedient servant,

JOHN COLLINS, JR.,

Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

D.

Reports of Acting Master S. B. Gregory.

UNITED STATES BRIG PERRY,

Off Morris Island, January 4, 1864.

SIR: Your letter of the 3d instant has been received, asking information in regard to the capture and hanging of a colored man belonging to this vessel at Murrill's inlet.

In reply, I beg leave to state that there was a colored man captured belonging to the boat's crew, but I have no evidence that he was hung. All that I have heard in regard to him was a rumor, coming from the United States steamer Nipsic, that he was hung immediately after capture.

Very respectfully, your obedient servant,

SAMUEL B. GREGORY,

Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,

Commanding S. A. B. Squadron, off Morris Island, S. C.

P. S.—The colored man's name was George Brimsmaid.

E.

UNITED STATES BRIG PERRY,

Off Morris Island, S. C., December 30, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 29th ultimo. In answer, would observe that my report on the loss of a boat's crew at Murrill's inlet contained all the particulars which took place on that occasion. That on the afternoon of the 15th, being the first favorable opportunity to land, I sent on shore a flag of truce for the purpose of ascertaining if any of my men were killed, and if so, how many; also who were wounded; also if any were uninjured. The commander of the forces at first declined to answer the questions, but did send me word that my son and Ensign Anderson were uninjured; that there were three wounded, one mortally; that they would be treated as well as their own soldiers; at the same time assuring the officer in charge that a flag of truce would always be respected.

Very respectfully, your obedient servant,

SAMUEL B. GREGORY,

Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,

Com'dg S. A. B. Squadron, Flag-Steamer Philadelphia.

F.

UNITED STATES BRIG PERRY,

Off Morris Island, January 4, 1864.

SIR: George Brimsmaid, captured at Murrill's inlet, was a colored man

belonging to New London, Connecticut; shipped as landsman on board the North Carolina, September 24, 1863; was transferred to this vessel from there October 29, 1863; aged twenty-three years. Had been interrogated as to whether he was a slave, and he said he never had been one. He had no arms when captured.

Very respectfully, your obedient servant,

SAMUEL B. GREGORY,

Acting Master, Commanding.

Rear-Admiral JOHN A. DAHLGREN,

Commanding S. A. B. Squadron.

Report of Acting Ensign George Anderson.

WASHINGTON, October 22, 1864.

SIR: I have the honor to report that on the 5th of December, 1863, I landed on Magnolia beach, near Murrell's inlet, S. C., with two boats and 22 men from the United States brig Perry, accompanied by Acting Ensign W. B. Arrants, Acting Assistant Paymaster George W. Burkett, and Master's Mate John McDonald, of that vessel.

Before leaving the ship, we received verbal orders from Acting Master Samuel B. Gregory, commanding the Perry, to take with us George Brimsmaid (colored landsman,) to land on Magnolia beach, and to send him ahead unarmed as a scout; if no rebels were reported in the vicinity, to proceed across to Murrell's inlet, leaving the boats in charge of Acting Master's Mate John McDonald, to set fire to the schooner Cecilia, of Nassau, N. P., and to destroy all picket stations that we might come across. We were further instructed to signal the Perry in case we were attacked by the enemy, in order that she might co-operate with and cover us by her guns. After landing on the beach and forming my men, we proceeded to some high drifts within sight of the ship and boats on the beach, where I posted Landsman Samuel B. Gregory, jr., with the signal flag, and instructed him how and when to use it. We then started for the schooner in Murrell's inlet, and had only proceeded a short distance, when Gregory, the signal man, was discovered running towards us, crying out that the enemy's cavalry were approaching from the southward, he in the mean time having made no use whatever of the signal flag. I took the flag from him and endeavored to signal the ship, but before I could do so we were charged by a company of cavalry and forced to retreat to a hummock at the foot of one of the sand-hills; another company of cavalry at the same time made an unsuccessful charge upon the boats. Unfortunately, the brig was at the time lying head on to the beach, so that her guns could not be brought to bear. On being attacked in the rear by the company which had charged upon the boats, I deemed it expedient, after a brisk resistance, to surrender.

Our loss was five wounded—three slightly: Acting Assistant Paymaster George W. Burkett, John Reinhart, cockswain, Conrad Horse, seaman, slightly, since recovered; John Pinkham and James Pobin, seriously; John Pinkham, after our surrender still lying on the ground, unable to rise from the effects of his wounds, was ordered by one of the rebel captains to get up. On replying that he could not, the captain shot him with his revolver, inflicting a wound from which he died a short time after.

The enemy's loss was one killed and three wounded, in addition to one horse killed and one wounded. After arriving at the enemy's camp in the woods, George Brimsmaid, colored landsman, was taken from our party by two of the rebel cavalymen and a man in citizen's dress; one of the rebels was seen to strike Brimsmaid over the head with his sabre. As they were taking him through

the camp, a few minutes later, we heard a loud yell, and immediately after the report of two guns. The two rebels who took Brimsmaid soon returned, and stated that they had hung, and then shot him; this fact was afterwards affirmed to us by several officers of the command, which consisted of two companies of the 5th and 21st Georgia cavalry, under command of Captains Harrison and Bowers.

Most respectfully, &c.,

GEORGE ANDERSON,
Acting Ensign, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of officers and men captured from United States brig Perry at Murrell's inlet, South Carolina, December 5, 1863.

Acting Ensign George Anderson; Acting Ensign W. B. Arrants; Acting Assistant Paymaster George W. Burkett; Cockswain John P. Reinhart; Cockswain John Pinkham, dead, Georgetown, North Carolina; *seaman, Conrad Horse; seaman, William Henderson, dead, Columbia, North Carolina, July 10, 1864; *seaman, Michael Lawton; *seaman, James Davis; seaman, Peter Keefe, leg amputated May 28, 1864; seaman, Michael Tobin, dead, Andersonville, Georgia; *landsman, William McDowell; *landsman, Samuel B. Gregory, jr.; George B. Brimsmaid, colored landsman, hung at Murrell's inlet, South Carolina.

* Left at Richland prison, Columbia, North Carolina.

EASTERN GULF SQUADRON.

DESTRUCTION OF SALT-WORKS IN ST. ANDREW'S SOUND, FLORIDA, &c.

*Reports of Acting Rear-Admiral T. Bailey.*UNITED STATES FLAG-SHIP SAN JACINTO,
Key West, December 28, 1863.

SIR: I have the gratification of reporting a very important service performed by the blockading force in St. Andrew's sound, under the command of Acting Master William R. Browne, in destroying a very extensive and valuable quantity of salt-works, both at Lake Ocola and St. Andrew's bay. The circumstances are as follows:

On December 2 a boat was despatched from the bark *Restless*, then lying at St. Andrew's sound, to Lake Ocola, some twenty miles to the westward, where Acting Ensign J. J. Russell landed with his men and marched some five miles inland to Kent's salt-works, consisting of three different establishments, and utterly destroyed them. There were six steamboat boilers at this place, cut in half lengthwise, and seven kettles, made expressly for the purpose, each holding three hundred gallons. They were in the practice of turning out 130 bushels of salt daily. Besides destroying these boilers, a large quantity of salt was thrown into the lake. Two large flatboats and six ox carts were demolished, and seventeen prisoners were taken, who were paroled and released, as the boat was too small to bring them away.

On the 10th of December Acting Ensign Edwin Cressy arrived at St. Andrew's sound, from the East Pass of Santa Rosa's sound, with the stern-wheel steamer *Bloomer* and her tender, the sloop *Caroline*, having heard of the expedition to Lake Ocola, and placed his command at the disposal of Acting Master Browne, for more extensive operations near St. Andrew's. Accordingly, three officers and forty-eight men were sent from the *Restless* to the *Bloomer*, and she proceeded to West bay, where the rebel government's salt-works were first destroyed, which produced 400 bushels daily. At this place there were twenty-seven buildings, twenty-two large boilers, and some 200 kettles, averaging 200 gallons each, all of which were destroyed, together with 2,000 bushels of salt, and some storehouses containing three months' provisions. The whole was estimated at half a million dollars. From this point the expedition proceeded down the bay, destroying private salt-works, which lined each side for a distance of seven miles, to the number of one hundred and ninety-eight different establishments, averaging two boilers and two kettles each, together with large quantities of salt. Five hundred and seven kettles were dug up and rendered useless, and over three hundred buildings were destroyed, together with twenty-seven wagons and five large flat-boats. The entire damage to the enemy is estimated by Acting Master Browne at \$3,000,000. Thirty-one contrabands, employed at these works, gladly availed themselves of this opportunity to escape, and were of great service in pointing out the places where the kettles were buried for concealment.

In the mean time, while these operations were going on, Acting Master Browne got under way in the bark *Restless*, and ran up to within one hundred yards of the town of St. Andrew's, which had been reported to him by deserters as being occupied only by a military force for the last ten months, and commenced shell-

ing the place and some soldiery, who made a speedy retreat to the woods. Selecting the weathermost houses for a target, the town was fired by the third shell, and thirty-two houses were soon reduced to ashes. No resistance was offered to our people throughout the affair.

Acting Master Browne speaks in high terms of Acting Ensign James J. Russell and Charles N. Hicks and the forty-eight men from the *Restless*, as also of Acting Ensign Edwin Cressy and the six men belonging to the *Bloomer*, for the prompt manner in which they carried out his orders.

Respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Commanding Eastern Squadron

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES FLAG-SHIP SAN JACINTO,

Key West, January 27, 1864.

SIR: It affords me pleasure to report to the department that the promise made by Acting Master William R. Browne, commanding bark *Restless*, at the conclusion of his last report concerning the destruction of extensive salt-works in the vicinity of St. Andrew's bay—namely, that he would complete the work so handsomely begun—appears to have been kept. He reports that he went on board the stern-wheel steamer *Bloomer*, with two officers and forty-seven men belonging to the *Restless*, and proceeded up the bay against very unfavorable circumstances, of darkness, wind and tide, some ten miles above St. Andrew's, where his force was landed, and destroyed some 90 additional salt-works, together with all the boilers, kettles and buildings attached to them; whereupon the enemy commenced the destruction of some 200 more, which were in advance of our party, and thus saved us from all further trouble, except skirting along the bay for the distance of 15 miles, to make sure that the work of destruction had been well performed by them. Deserters from Captains Anderson's and Robinson's companies reported subsequently that both officers and men had broken up and gone home, as the destruction of the salt-works, which they were ordered to guard, had been so complete; and six of them have enlisted in the navy, after taking the oath of allegiance.

Acting Master Browne again speaks in terms of commendation of the officers and men engaged in this service, including Acting Ensign Cressy and the five men composing the crew of the steamer *Bloomer*.

Respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES FLAG-SHIP SAN JACINTO,

Key West, January 30, 1864.

SIR: It gives me pleasure to report—more, however, as an evidence of the zeal and efficiency manifested by this squadron, than on account of the importance of the achievement—that some salt-works in the vicinity of St. Joseph's bay have been destroyed by the bark *Pursuit*, under the command of Acting

Volunteer Lieutenant Randall. One establishment, consisting of six kettles, of 150 gallons each, and another consisting of three boilers set in masonry, together with all the buildings and apparatus attached, are reported as having been entirely demolished, and rendered useless to the enemy.

Respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

DESTRUCTION OF BLOCKADE RUNNERS.

Report of Acting Rear-Admiral Theodorus Bailey.

UNITED STATES FLAG-SHIP SAN JACINTO,

Key West, December 28, 1863.

SIR: It gives me great pleasure to call the attention of the department to a very important service performed by the schooner Fox, a tender of the San Jacinto, under the command of Acting Master George Ashbury. The circumstances are as follows:

On the 20th of December a steamer was discovered in the mouth of the Suwanee river, apparently at anchor or aground. The Fox immediately beat up towards her, until, when within three quarters of a mile of the steamer, she grounded in eight and a half feet of water, and opened fire upon her with the howitzers, at the same time sending an armed boat in to capture the steamer. An attempt was made to intimidate our people, by mounting a piece of stove-pipe on a chair to represent a fore-castle gun, and a log of wood on a camp stool for a stern gun; but this device of the enemy failed in its object, and Acting Ensign Marcellus Jackson boarded the steamer, from which everybody had made their escape to the shore.

She proved to be a side-wheel steamer, painted lead-color, with black smoke-stack, two masts, and a walking-beam engine. Neither cargo, personal effects, papers, nor anything to indicate her name, were found on board; but from the description, she is supposed to have been the Little Lily, formerly the Nan-Nan, and before that the Flushing. The water was found running rapidly into the engine-room. None of our people were competent to stop the leak, or work the engine. The channel was exceedingly intricate and narrow, and night was rapidly coming on. Under these circumstances, Acting Ensign Jackson set fire to the vessel, agreeably to orders from Acting Master Ashbury, and, in returning to the Fox, pulled up all the stakes by which the channel was marked out, for about $1\frac{1}{2}$ mile. * * * * *

Again, on December 24, a vessel was discovered by the Fox standing in for the Suwanee river, and after a chase of two hours, and the firing of several shell, she was hove to. Being ordered by Mr. Ashbury to send a boat on board, the stranger put his helm up, with the evident intention of running the Fox down, and came down upon the starboard quarter, carrying away the boat davits, but doing little other damage, as the Fox was immediately kept away. While his vessel was paying off, Mr. Ashbury directed a rifle shot to be fired for the purpose of intimidation, but a heavy sea was running at the time, and the bullet took effect on the captain of the strange vessel, who was at the wheel, passing through his leg, but without touching an artery. The vessel was then boarded, and proved to be the British schooner Edwin, from Havana, bound to the Suwanee river, with a cargo of lead and salt, and was accordingly seized as a prize.

In addition to these achievements, I would remind the department that the Fox was one of the three tenders which assisted the Honduras in capturing the British steamer Mail.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,
Key West, February 4, 1864.

SIR: Referring to my communication dated December 28, 1863, (numbered 392,) I have to inform the department that the steamer, the destruction of which by the United States schooner Fox is therein detailed, was the Powerful, and not the Nan-Nan, (or Little Lily,) as I had surmised.

Lieutenant Commander McDougal has since visited the wreck and destroyed the machinery, which the rebels were preparing to take away.

I trust that the department will see fit to notice by promotion the service performed by Acting Master Ashbury in destroying the steamer.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Commanding E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

ARMY AND NAVY MOVEMENTS IN SOUTHERN FLORIDA.

Report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,
Key West, December 17, 1863.

SIR: At the request of Brigadier General D. P. Woodbury, commanding district of Key West, &c., I have this day detached Acting Master's Mate Henry A. Crane from duty on board the sloop (tender) Rosalie, and ordered him to report to General Woodbury, for such temporary duty, connected with the army, as he may be pleased to direct. The general commanding this district is organizing a company of refugee rangers, to co-operate with some of the troops under his command, in preventing the supplies of cattle from being sent to the rebel army from the region about Tampa, amounting to some 1,500 or 2,000 a week; and it is thought that Mr. Crane's experience in military matters will be of great service on the expedition, and that his popularity among the Union men and disgusted rebels of Florida will secure many recruits. General Woodbury proposes, in case these anticipations are justified, to appoint Mr. Crane the captain of this company of refugee rangers, subject to the approval of the War Department.

Mr. Crane has already rendered valuable services to us in various expeditions against the enemy, and has been commended for zeal, skill, and bravery in action.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional reports of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,

Key West, January 6, 1864.

SIR: Referring to my letter (No. 385) of December 17, I have to report that (Brigadier General Woodbury having completed his arrangements for going up the coast with a view to preventing any further supply of cattle to the rebel army from southern Florida) the steamer Honduras was, at his request, placed at his disposal, to convey and assist the expedition. General Woodbury went in the Honduras, to direct the operations in person; one company of the 47th regiment Pennsylvania volunteers accompanied him in the quartermaster's schooner Matchless, and more than thirty of the refugee rangers had already preceded him to Charlotte's harbor, where large numbers of recruits were confidently expected to join them from the main land.

The general left yesterday, and will establish his force at Fort Myers, about twelve miles from the mouth of the Chattahoochee river, for the present. Should his expectation of the re-enforcements likely to join him from the surrounding country prove correct, he will be able to push his operations on to Tampa, and occupy that place.

In the mean time the Honduras and other vessels on the blockade have orders to assist and co-operate with this expectation, to the extent of their ability, and I am prepared to render such assistance as may be needed.

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES FLAG-SHIP SAN JACINTO,

Key West, January 19, 1864.

SIR: Referring to my letter (No. 9) of the 6th instant, relative to the expedition to the vicinity of Charlotte's harbor, under the personal direction of Brigadier General Woodbury, I have to report the return of the Honduras, with the general on board, after having established a military post at Fort Myers, on the Chattahoochee river. As yet, however, the expectation of receiving recruits for the refugee rangers from the surrounding country has not been justified by the event, for not only had a month passed, at our latest advices, without any accession to their force, but six of those already enlisted had deserted to the enemy, and had combined with them to attack our men. In spite of these circumstances, which occurred before the general arrived there with a company of the 47th regiment Pennsylvania volunteers, and in view of the fact that this defection appears to have been arranged among the deserters, before leaving this place, I am not prepared to say that our hopes of rousing the country to violent opposition against the burden and oppression of rebel rule are wholly unreasonable; but I am inclined to the opinion that the disaffected population of that region will require the support of a much larger force than can possibly be spared from here in order to induce them to incur the risk of joining us in sufficient numbers to produce any important results. From three to five thousand men, embarked in steamers of light draught, would undoubtedly insure to us the possession of the whole peninsula; but in the mean time the project will be thoroughly tested with the means at our disposal.

Respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

DESTRUCTION OF THE REBEL STEAMER NAN-NAN.

UNITED STATES STEAMER NITA,
Cedar Keys, Florida, February 26, 1864.

SIR: I have the honor to report, that at daylight on the morning of February 24, while at anchor off the West Pass of the Suwannee river, I discovered a steamer in the East Pass bound out. I immediately started in pursuit, going around the intervening shoals with the ship and sending both my boats across. In the excitement she got ashore, and threw overboard about sixty bales of cotton to lighten her. The tide was ebbing, and seeing escape impossible, the officers and crew abandoned her at 7.20 a. m. At 7.25 I perceived that she was on fire, and in five minutes she was one solid sheet of flame from bow to stern.

At 8 a. m. the boats arrived alongside her, but could not board on account of the intense heat. About the same time I anchored in $5\frac{1}{2}$ feet water and recalled the boats and commenced collecting the floating cotton. At 1 p. m. a boat from the Sagamore arrived alongside, and the officer in charge offered assistance. Considering the cotton all safe, being nearly all rafted together and anchored, and having anchored the steamer, I did not accept his offer.

I waited only for the ebb tide to tow the cotton alongside. At 5.45 p. m. the boats arrived alongside with the cotton. At 7.30 p. m. it was all on board and stowed. I am informed by a refugee that the steamer destroyed was the Nan-Nan, and that she was commanded by William (alias Barney) Pennington.

She came down to the West Pass three times, but finding it closely blockaded she returned, and finally concluded to attempt the East Pass. On the 22d I saw her come down within about two miles of the mouth of the river, and after watching us for a few hours she returned again. She was armed with a six-pounder field-piece and plenty of ammunition; a quantity of canister and shot was visible in the bottom of the vessel. I send you one of the canister.

The barrels and rammers of a quantity of muskets were also taken from the wreck. I am informed that she fired on the United States schooner Sea Bird a short time since.

She was a side-wheel, walking-beam iron steamer, with two masts, two flag-staffs, and one smoke-stack, and her engine is marked "Morgan Iron Works, New York, 1860." * * * * *

Very respectfully, your obedient servant,

R. B. SMITH,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,

Commanding E. G. B. Squadron.

DESTRUCTION OF SALT-WORKS NEAR ST. MARK'S, FLORIDA.

Report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,
Key West, March 6, 1864.

SIR: I have the honor to report that two expeditions have recently been fitted out from the Tahoma for the destruction of extensive salt-works, the property of the rebel government, in the neighborhood of St. Mark's, Florida.

The first expedition left the ship on the morning of February 17, in two detachments—one under command of Acting Master E. C. Weeks, and the other in charge of Acting Ensign J. G. Koehler. The salt-works being some

seven miles in extent, the first detachment commenced at one end of the line, the other at the other. A day and a night of unremitting labor were spent in the work of destruction, when the expedition returned safely to the vessel, having marched through swamps and dense woods a distance of forty-five miles, and successfully accomplished the object of the undertaking.

On the 27th, a week later, a second expedition was planned and carried through with equal success, the object being to destroy some government works at Goose creek, some ten miles distant. The party was in this case also in charge of Acting Master Weeks, and the works to be destroyed were under the protection of a rebel cavalry company, whose pickets the expedition succeeded in eluding. Twelve prisoners were brought off—one the captain of an infantry company, raised for coast service.

The works destroyed by these two expeditions produced for the confederates twenty-four hundred bushels of salt per diem. I enclose herewith Lieutenant Harmony's list, forwarded to me, of the articles captured and destroyed.

Very respectfully, your obedient servant,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg. E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

List of government property destroyed and captured, belonging to the rebel government, by boat's crew and refugees, on February 17, 18, and 19, 1864

390 salt kettles, average capacity 100 gallons; 52 sheet-iron boilers, average capacity 900 gallons; 170 furnaces, made of bricks and stone; 150 pumps, well and aqueduct; 55 storehouses, used for storage, salt, &c.; 165 houses and shanties; 60 sheds and stables; 6,000 bushels of salt in barrel; a large number of axes, shovels, and hoes; 1 carpenter's shop, with tools, &c.; 1 fishing-house; 600 bushels of corn; 350 cords of wood.

Captured: 5 large wagons; 18 mules and sets of harness; 2,500 pounds of bacon; 2 fine horses, saddles, and bridles; about 1,000 head of cattle; and one prisoner, G. R. Paul, government agent.

All the articles captured I gave to the refugees, as they were of no use to us. The estimated value of the above property to the rebels cannot be less than \$2,000,000; that is the value put upon it by the most intelligent refugees.

List of articles and property destroyed on Goose creek by boats' crews from the United States steamer Tahoma, February 26 and 27, 1864.

2,000 bushels salt, in barrels and bins; 3 corn cribs, containing about 1,000 bushels; large quantity of hay and fodder; blacksmith's shop and tools; carpenter's shop and tools; about one hundred store and other houses, stables, &c.; 165 kettles and pans, average capacity 100 gallons; 43 large boilers, of about 800 gallons capacity each; 98 well-constructed brick furnaces; 9 wagons and carts; 20 sets mule harness.

EXPEDITION AGAINST SALT-WORKS ON WEST BAY.

Report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,

Key West, March 8, 1864.

SIR: I have the honor to enclose herewith the reports of Acting Volunteer Lieutenant W. R. Browne, giving the details of two expeditions lately sent from

the United States bark *Restless*, to destroy certain newly-erected salt-works, the property, as he states, of the rebel government. The object of the expeditions was, in each instance, successfully accomplished.

I am, very respectfully, your obedient servant,

T. BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Master W. R. Browne.

UNITED STATES BARK *RESTLESS*,
St. Andrew's Bay, Florida, February 17, 1864.

SIR: I have the honor to make the following report:

Learning that the rebels had erected new government salt-works on West Bay, on the site of the old salt-works, destroyed by us in December, and that they had a force of fifty, armed and stationed there for protection, I fitted out the first cutter, manned with thirteen men, under charge of Acting Ensign James J. Russel, with orders to proceed up the gulf coast twenty miles and march inland seven miles to the salt-works and attack them in the rear, while Acting Ensign Henry Eason, with ten men, in command of the second cutter, would proceed by the inside passage and attack them in the front at the same time.

The expedition was entirely successful, the works being abandoned upon the appearance of our men. Messrs. Russell's and Eason's parties joined at the appointed time and immediately proceeded in the destruction of everything connected with the manufactories, consisting of twenty-six sheet-iron boilers, averaging 881 gallons, and nineteen kettles, averaging 200 gallons, making an aggregate of 26,706 gallons, which cost in Montgomery \$5 50 per gallon. These boilers and kettles were cut up or broken to pieces. Some 600 bushels of salt were thrown into the bay, all the chimneys and furnaces hauled down, and everything rendered completely useless for further operations.

Seven slaves fled to us for protection, and assisted in the destruction of this establishment, which had only been in operation ten days.

This work covered a space of half a square mile, the boilers and kettles alone costing \$146,880.

Our party returned to the ship next day, bringing seven contrabands and six shot guns.

You will please find enclosed a drawing of the boilers and kettles.

Very respectfully, your obedient servant,

W. R. BROWNE,

Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,

Commanding E. G. B. Squadron.

Additional report of Acting Master W. R. Browne.

UNITED STATES BARK *RESTLESS*,
St. Andrew's Bay, Florida, February 19, 1864.

SIR: I have the honor of making the following report:

Having gained information that a large barge would leave the Wetappo river on or about the 18th instant for East bay, with all the material on board neces-

sary for erecting a large salt-work, and on her return intending to bring back a cargo of salt, (her capacity 1,500 bushels,) I fitted out the second cutter with eleven men, under charge of Acting Ensign Henry Eason, and gig with seven men, under charge of Master's Mate F. Grant, to effect her capture on her passage down, and with orders, if after waiting five days and not seeing the barge, to land and destroy all the salt-works in the vicinity.

According to my instructions, the boats left the ship at 8 p. m., the 17th instant, and proceeded to a bayou on the southwest side of East bay, selected as a place of ambush, and which the barge must necessarily pass. After lying in wait the appointed time and seeing no appearance of the barge, the men were landed and destroyed all the works at hand, fifteen in number, among which were some of the largest government salt-works ever erected in Florida, the whole of which were successfully destroyed, consisting of five large steamboat boilers and twenty-three kettles, together with sixteen log houses, one flat-boat, a large quantity of salt, vats, tanks, and other materials connected with the manufacture of this article. After destroying the above they returned to the ship, bringing with them six contrabands found at this place.

Very respectfully, your obedient servant,

W. R. BROWNE,

Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,

Commanding E. G. B. Squadron, Key West, Florida.

EXPEDITIONS TO HARASS THE ENEMY.

Report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP SAN JACINTO,

Key West, April 21, 1864.

SIR: Acting Volunteer Lieutenant William R. Browne, commanding the bark *Restless*, at St. Andrew's sound, reports the result of two more expeditions made under his orders to harass the enemy in that vicinity.

The first consisted of eight refugees in a dug-out canoe, who ascended the Wetappo river, some twenty miles, to White Bluffs, and there destroyed about two thousand bushels of salt, brought away the sacks, and captured a barge thirty-six feet long, eleven feet beam, and three feet deep, sloop-rigged and decked, which he is fitting up with a howitzer for further operations. A heavy rain had fortunately driven the cavalry guard away from the place for shelter, so that no resistance was offered. Twenty-three refugees were brought off.

The other expedition consisted of twenty-two men in the boats of the *Restless*, who proceeded up East bay during another heavy rain-storm, which had again sent the guard to look for shelter. They succeeded in destroying two government salt-works with three hundred bushels of salt, and about the same quantity of corn and meal, without opposition, and brought off one contraband.

Acting Volunteer Lieutenant Browne reports that there are five companies of rebel troops in that vicinity to guard the salt-works, and that these works are rebuilt as fast as he destroys them.

Respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain T. P. Greene.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,

Key West, August 8, 1864.

SIR: Information has been received at these headquarters of a series of successful boat expeditions from the United States bark J. L. Davis, Acting Master W. N. Griswold commanding, on the station at Tampa Bay.

The first was made on the 11th of July, and resulted in the destruction of some salt-works belonging to strong secessionists of Tampa, Messrs. Haygood & Carter. They had been employed by the rebel authorities for some time, and were fitted with pumps, vats, and eight boilers, and produced about one hundred and fifty bushels of salt per day.

The second was made on the sixteenth ultimo to the factory of another strong rebel named McCloud, containing four boilers, with all the appliances, tools, &c., necessary for the business, all of which were destroyed.

The third expedition was made on the 2d, 3d, and 4th of August by the tender schooner Stonewall, attached to the J. L. Davis, and commanded by Acting Master Henry B. Carter, the commanding officer of the Davis, with his gig's crew of six men, accompanying. Proceeding up the Manatee river to the town of the same name, a large saw and grist mill, with its steam engine and fixtures, was completely destroyed. Learning here that about three miles up the river was a sugar-mill belonging to Jefferson Davis, of Richmond, the party ascended the river and found an establishment which made last year over fifteen hundred hogsheads of sugar, of which two-thirds was sold to the rebel commissary department. After breaking as much of the machinery as was possible with the force at hand, loaded shells were placed in various parts of the engine, and the building fired. The shells exploded and the factory was burned to the ground.

These expeditions, without loss of life or limb, show a very commendable spirit on the part of the officers and men. Mr. Griswold particularly commends the conduct of Acting Master Carter as highly creditable and pleasing.

Respectfully,

THEO. P. GREENE,

Captain, Com'dg East Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

EXPEDITION TO CAPTURE UNITED STATES STEAMER ADELA FRUSTRATED.

CAPTURE OF REBEL NAVY MATERIALS, &c.

Report of Acting Rear-Admiral T. Bailey.

UNITED STATES FLAG-SHIP DALE,

Key West, May 28, 1864.

SIR: I enclose herewith copies of reports from Acting Volunteer Lieutenant W. Budd, commanding the United States steamer Somerset, detailing the particulars of an expedition by which he succeeded in completely thwarting the designs of an armed force of the enemy, led by officers of the rebel navy, who had made every preparation to attempt the capture of the United States steamer Adela, but who were altogether forestalled by the action of Captain Budd, which turned the tables upon them, capturing their boats, rifles, cutlasses, ammunition, grappling irons, medicines, signal flags, haversacks, and six of their seven boats, together with seven prisoners: Andrew McCormick, sergeant, Napoleon Terry and Louis Gay, privates, company F, Bonneau's battalion; Joseph Sire, captain

after-guard, rebel steamer Chattahoochie; Thomas McLean, Anthony Murray, and James Anderson, citizens of Apalachicola and scouts for party.

I send these prisoners north by the Bermuda to be delivered to the commandant of the navy yard at Philadelphia. I enclose also certain papers, the property of Passed Midshipman S. C. Blane, rebel navy. One of them, a communication from the rebel Secretary Mallory, shows that they have adopted our system of drafting men from the army into the navy.

Very respectfully,

THEODORUS BAILEY,

Acting Rear-Admiral, Com'dg E. G. B. Squadron.

HON GIDEON WELLES,

Secretary of the Navy.

Report of Acting Lieutenant William Budd.

UNITED STATES STEAMER SOMERSET,

West Pass, St. George's Sound, May 16, 1864.

SIR: I have the honor to report, that on the night of the 12th instant I sent the light-draught boats of this vessel and of the United States schooner Chambers to land a detachment of troops under command of Lieutenant Hunter, 110th New York volunteers, a few miles below the town of Apalachicola. After landing the troops the officer in charge of the boats (Acting Ensign E. H. Smith) was instructed to proceed slowly along shore, so as to be in communication with them during their march and approach to the town, in the rear of which the whole force was to arrive at daybreak. Taking two launches from this ship, I arrived in front of the place about the same time, and discovered a force of about seventy or eighty of the enemy attempting to embark in boats from the upper end of the wharves. The rapid approach of the first launch caused them to abandon that project and retreat through the town, which movement was hastened by a couple of shells from our howitzer. They passed within a short distance of a portion of our troops under Lieutenant Hunter, who unfortunately thought that they were part of his command, and permitted them to gain and escape by the up-river road without molestation. We followed them about two miles, but the density of the undergrowth and number of paths leading through the woods in all directions rendering any further pursuit unwise and futile, we returned to the boats.

Ascertaining that the commanding officer of the expedition (George W. Gift, lieutenant Confederate States navy) was on the sound with about thirty men, I despatched my boats and troops after him, but the swiftness of his boat and the approach of night enabled him to escape, having been chased by our first launch, under command of Acting Ensign C. H. Brantingham, who captured one of his small boats and three of his party. The forces of the enemy consisted of about one hundred men, commanded by the following officers:

Lieutenant Commanding George W. Gift, Confederate States navy.

Passed Midshipman S. P. Blane, Confederate States navy.

Passed Midshipman H. L. Vaughn, Confederate States navy.

Passed Midshipman G. W. Sparks, Confederate States navy.

Passed Midshipman W. S. Hogue, Confederate States navy.

Passed Midshipman G. T. Scharf, Confederate States navy.

Assistant Paymaster M. T. Sothern, Confederate States navy.

Assistant Surgeon M. Ford, Confederate States navy.

First Assistant Engineer L. Campbell, Confederate States navy.

Third Assistant Engineer A. D. Blane, Confederate States navy.

Master's Mate C. Frazer, Confederate States navy.

Volunteers on the expedition : Colonel D. P. Holland, aid to the governor of Florida ; Surgeon Cherry, first Georgia regulars ; A. G. Sparks, signal officer ; and Captain Blunt, Bonneau's officer.

Their object was the capture of the United States steamer Adela, intending, in the event of being successful, to carry her into Mobile or burn her. Their boats were fitted completely with muffled oars, paddles, grapnels, and incendiary materials, and they had been lurking in the vicinity of the United States steamer Adela for a day or two previous to their dispersion by the force under my command. We captured six of their boats, (all they had except one,) four prisoners, a quantity of small arms, (rifles, cutlasses, &c.,) one thousand rounds of ammunition, all their compasses, signal flags, blankets, haversacks, medical stores, &c. They abandoned everything and ran like sheep, without firing a shot. Had it not been for the unfortunate mistake of the officer in command of our troops, we should have captured or destroyed the entire force.

Very respectfully, your obedient servant,

W. BUDD,

Acting Vol. Lieut., Com'dg U. S. Steamer Somerset.

Acting Rear-Admiral THEODORUS BAILEY,

Commanding E. G. B. Squadron.

List of prisoners captured.

Andrew McCormick, sergeant, company F, Rouneau's battalion ; Napoleon Terry, private, company F, Bonneau's battalion ; Louis Gay, private, company F, Bonneau's battalion ; Joseph Sire, Captain A. Guard, Confederate States steamer Chattahoochie.

The last named of the above evidently intended to desert, and lingered behind for us to capture him. The boats (having first appraised them) and medical stores I have turned over to the officer in command of the United States troops on St. Vincent's, and have taken his receipt for the same. The balance of the captured articles have been put into the different departments of this ship for use and issue. I enclose diary of Passed Midshipman S. P. Blane, Confederate States navy, (who was second in command,) and other papers.

Very respectfully, your obedient servant,

W. BUDD,

Acting Vol. Lieut., Com'dg U. S. Steamer Somerset.

Additional report of Acting Volunteer Lieutenant W. Budd.

UNITED STATES STEAMER SOMERSET,
West Pass, St. George's Sound, May 21, 1864.

SIR : I send down by the United States steamer Honduras, as prisoners, Thomas McLean, Anthony Murray, and James Anderson, citizens of Apalachicola. These men were engaged in active co-operation with the enemy when captured. McLean enacted the role of a scout or spy. Mistaking our troops for those of the enemy, he gave them information respecting my force and position in front of the town on the morning of the 13th instant. Murray and Anderson were acting as scouts for Gift, keeping open his communications and supplying him with provisions when he was absent from the main body of his command. When taken, they were carrying soldiers from the islands back to the main. Heretofore all of them have enjoyed immunity from us as citizens.

Their local knowledge makes them dangerous to us and very useful to the enemy; for the latter they act as scouts, spies, and pilots, and in this case they were caught in the act. They pretend to have been forced into Gift's service, but I know them well, and earnestly request that they will not be permitted to return to Apalachicola.

Very respectfully, your obedient servant,

W. BUDD,

Acting Vol. Lieut., Com'dg U. S. Steamer Somerset.

Acting Rear-Admiral THEODORUS BAILEY,

Commanding E. G. B. Squadron.

EXPEDITION UP THE SUWANEE RIVER.

Report of Lieutenant Commander Charles E. Fleming.

UNITED STATES STEAMER SAGAMORE,

Off Cedar Keys, Florida, July 12, 1864.

SIR: I have the honor to inform the department that on the 6th ultimo I sent the launch from this vessel and two boats from the steamer Clyde, with twenty-four men and four officers, on an expedition up the Suwanee river, to seize some cotton I learned the rebels were making use of for the purpose of constructing breastworks on that river. On the 7th the expedition reached the place, about thirty-eight miles up, in the vicinity of Clay's landing, and demolished the breastworks by bringing away the cotton, ninety-four bales, principally sea-island, which I send this day to the prize court at Key West, in charge of Acting Ensign Louis R. Chester, the officer in charge of the expedition. Mr. Chester conducted it in a manner to be commended, and returned his force with no casualties. The behavior of the officers and men who accompanied him was, as usual, everything that could be desired.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,

Lieutenant Commander, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

DESTRUCTION OF SALT WORKS AT ST. ANDREW'S BAY.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS E. G. BLOCKADING SQUADRON,

Key West, October 20, 1864.

SIR: Reports received this day from Acting Volunteer Lieutenant W. P. Randall, commanding United States bark Restless, on blockade duty at St. Andrew's bay, Florida, contain details of a successful expedition, on the 5th and 6th instant, by boats from that vessel, under command of Acting Ensign Henry Eason. It resulted in the destruction of 50 boilers for salt making, 500 to 1,000 gallons each; 90 kettles for salt making, 65 to 200 gallons each; 300 bushels of salt; 31 wagons and several large carts; 500 cords of wood; 150 buildings, dwelling-houses for the employés, and sheds, storehouses, &c., besides other damage.

All this was the property of the confederates; and although it is probable that

they may again be rebuilt, it is certain that a severe blow has been struck at the rebel forces in Georgia.

In consideration of the intelligence, energy, and judgment displayed in this expedition, I respectfully recommend that Acting Ensign Henry Eason be promoted to be an acting master.

Very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

WESTERN GULF SQUADRON.

OPERATIONS IN MOBILE BAY—CAPTURE OF FORTS, &c.

RECONNOISSANCE OF FORTS MORGAN AND GAINES—DEFENCES OF MOBILE BAY.

*Report of Rear-Admiral D. G. Farragut.*UNITED STATES FLAG-SHIP HARTFORD,
New Orleans, January 22, 1864.

SIR: On the morning of the 20th instant I made a reconnoissance of Forts Morgan and Gaines. I went in over the bar in the gunboat Octorara, Lieutenant Commander Lowe, taking the Itasca in company as a precaution against accident. We passed up to Land island, and laid abreast of the light-house on it. The day was uncommonly fine, and the air very clear. We were distant from the forts three (3) and three and a half ($3\frac{1}{2}$) miles, and could see everything distinctly, so that it was easy to verify the statements of the refugee McIntosh, in respect to the number of guns visible on the bastions of the fort. I could count the guns and the men who stood by them; could see the piles that had been driven across from Fort Gaines to the channel opposite Fort Morgan—the object of which is to force the ships to keep as close as possible to the latter. There were no vessels in the bay except one transport steamer.

I am satisfied that if I had one iron-clad at this time, I could destroy their whole force in the bay, and reduce the forts at my leisure, by co-operation with our land forces—say five thousand men. We must have about two thousand and five hundred men in the rear of each fort, to make regular approaches by land, and to prevent the garrison's receiving supplies and re-enforcements; the fleet to run the batteries, and fight the flotilla in the bay. But without iron-clads, we should not be able to fight the enemy's vessels of that class with much prospect of success, as the latter would lie on the flats, where our ships could not go to destroy them. Wooden vessels can do nothing with them unless by getting within one hundred or two hundred yards, so as to ram them or pour in a broadside.

I am told by Mr. Shock, the fleet engineer, that two of the iron-clads now being constructed at St. Louis are finished, and that three or four ought to be by this time. If I could get these, I would attack them at once.

The rebel iron-clad Nashville, I am told by a refugee, will not be ready before March; and he says that Buchanan made a speech to his men, saying that as soon as she is finished, he will raise the blockade, &c. It is depressing to see how easily false reports circulate out here, and in what a state of alarm the community is kept by the most absurd rumors. If the department could get one or two of the iron-clads down here, it would put an end to this state of things, and restore confidence to the people of the ports now in our possession.

I feel no apprehension about Buchanan's raising the blockade of Mobile; but with such a force as he has in the bay, it would be unwise to take in our wooden vessels without the means of fighting the enemy on an equal footing. By reference to the chart, you will see how small a space there is for the ships to manœuvre.

I beg to urge upon the department the necessity of expediting the departure of the Brooklyn and Galena, as it is always indispensable to keep a force on the blockade sufficient to allow one of the ships to go to Pensacola for coaling or for repairs, as the case may be.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter of Captain Jenkins transmitting statement of the defences of Mobile bay.

UNITED STATES STEAM-SLOOP RICHMOND,
Blockade off Mobile, January 15, 1864.

SIR: I transmit herewith, for your information, a detailed statement of the vessels and armament, forts and their armament, and of all the defensive and offensive means of the rebels, in the bay, harbor, &c., of Mobile.

The information embraced in this statement is in such strict accordance with that obtained through our sources at different times, that I am inclined to consider it reliable.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer, off Mobile.

Commodore H. H. BELL,
Commanding W. G. B. Squadron pro tem., New Orleans, La.

UNITED STATES STEAM-SLOOP RICHMOND,
Blockade off Mobile, January 15, 1864.

The following statement in regard to rebel vessels and works in and about Mobile bay, harbor, and city, has been furnished by a mechanic belonging to the State of New Hampshire, who was at the south when the rebellion broke out, and took work as a mechanic at Mobile on half wages to escape conscription. That is his story. He got (recently) a short respite to visit his father, who is somewhere in Alabama or Florida, when he succeeded in getting inside of our lines at Pensacola. He is now on board the gunboat Octorara, Lieutenant Commander W. W. Low, to whom I am indebted for this statement. This man claims to have been employed, among other things, in preparing and filling torpedoes and iron-plating iron-clads.

THORNTON A. JENKINS,
Captain and Senior Officer.

Statement of the defences of Mobile Bay.

Armament of steamer Morgan: 1 63 cwt. 8-inch gun; 9 57 cwt. 32-pounder guns.

Steamer Gaines: 8 57 cwt. 32-pounder guns.

Steamer Selma, (late Florida): 2 9-inch Dahlgren guns; 1 8-inch rifle gun.

Steam ram Tennessee: 235 feet in length; has casemate plated with iron, 2 inches by 10 inches, three plates in thickness. Speed $7\frac{1}{2}$ knots on trial trip.

without armament, stores or provisions on board. May not be ready for some weeks yet. Is intended to mount 4 10-inch columbiads of 16,000 pounds; 2 7½-inch Brooks rifles, 19,000 pounds.

NOTE —Information received yesterday from a fugitive at Pensacola is, that the Tennessee is on Dog River bar on her way to the bay, and that the camels made to float her over have to be made larger.

T. A. J.

Steam ram Baltic: Was a tow-boat; is mailed with railroad iron laid edge-wise, countersunk and bolted with rivet heads and nuts and screws in board. This vessel is condemned as unfit for service. Mounts 1 42 pounder gun; 2 32-pounder guns of 57 cwt.; 2 12-pounder howitzers.

Ram Tuscaloosa: Is plated with iron like that on the Tennessee, 2 inches by 10 inches, but only two plates thick; will steam but about 3½ knots. Mounts 1 Brooks rifle of 6 inches, weighing 14,000 pounds; 4 32-pounders of 42 cwt.

Ram Huntsville: Is similar in every respect to the Tuscaloosa, and mounts 1 Brooks rifle of 6 inches, weighing 14,000 pounds; 4 32-pounders of 42 cwt.

There are also in the bay 5 floating turrets, covered with railroad iron, mounted on an octagonal-shaped scow, with 1 8-inch columbiad mounted on a circle; they have motive power; are intended to be moored in the channel way, but cannot withstand the shock of an 8-inch shell.

The steamer Morgan has a small black wheel-house on the platform forward of the paddle-boxes. The Gaines has nothing of the kind.

From the end of the piles that cross the flats from Fort Gaines (about three months ago) thirty torpedoes were laid down on line bearing SE. by compass across the main ship channel; they are shaped like a can-buoy, with a chamber in each and 75 pounds of powder. They are anchored with Manilla rope, with about the third of a bar of railroad iron 2½ inches. A number of them broke adrift and floated up the bay.

At Cedar Point there is an earthwork, reported to mount 4 rifled 32-pounders of 7,000 pounds weight.

At the mouth of Spanish river there is a battery clad with railroad iron, mounting six (6) rifled 10-inch columbiads.

At the mouth of Tensas river and at the head of the bay near Mobile there are five (5) batteries.

The fortifications in the rear of Mobile are very strong, with a ditch 30 feet wide and a strong redoubt every four or five hundred yards.

Fort Morgan mounts: On bastion No. 1, NE., 2 32-pounders weighing 7,000 pounds; 1 24-pounder, rifled, which throws Read and Skate's shot and shell shaped like Minie balls.

East curtain: 3 10-inch sea-coast mortars; 1 32-pounder, weighing 7,000 pounds.

Bastion No. 2, E.SE., 1 10-inch columbiad of 14,000 pounds; 2 32-pounder rifles of 7,000 pounds.

Bastion No. 3: 2 32-pounders, rifled, of 7,000 pounds; 1 10-inch columbiad of 16,000 pounds.

South curtain: 2 24-pounders, rifled, of 11,000 pounds, and throwing 68-pounder projectiles; 1 10-inch columbiad of 14,000 pounds.

Bastion No. 4: 1 24-pounder rifle; 1 10-inch columbiad of 16,000 pounds; 2 32-pounders, rifled, of 7,000 pounds.

West curtain, facing channel: 2 Blakely (guns from England,) weighing between 11,000 and 12,000 pounds, throwing a shell of 160 pounds, and a shot of 169 pounds, with a charge of 14 pounds of powder; 3 10-inch columbiads of 16,000 pounds.

Bastion No. 5: 2 32-pounder guns, smooth bore.

North curtain: 1 8-inch smooth bore.

Flank casemate guns: On each flank of each bastion are 2 24-pounder howitzers, making 20 flank casemate guns.

Within the fort, in the centre of terreplaine, is a citadel having ten sides, loop-holed for musketry, and quarters on each side for 100 men, constructed of brick, four feet thick.

Light-house battery : 11 32-pounder guns of 7,000 pounds, smooth bore. At Grant's Pass, on the site of the old light-house, there is an earthwork very strong, mounting 1 100-pounder rifle gun ; 1 64-pounder rifle gun ; 2 32-pounder smooth bore.

Fort Gaines mounts 1 10-inch columbiad weighing from 14,000 to 18,000 pounds ; 14 32-pounders, smooth bore ; 1 32-pounder rifled ; 5 24-pounder siege pieces.

Note by Captain Jenkins.

The Boston, which has been lengthened 25 feet and converted into a rebel privateer, is not embraced in the foregoing statement, as he said he thought she had left on a cruise. This vessel appeared to be fast, (when seen in the bay,) with two guns, and I have every reason to believe is now awaiting a good opportunity to run out.

The person who has furnished the foregoing statement gave a full account to the officer of the army commanding at Pensacola, who no doubt communicated it to General Banks. The description of the land embankments around Fort Morgan not embraced in this statement are well worth examining.

THORNTON A. JENKINS.

There is at least one fast steam-tug in the bay seen daily almost. *This says there is one there.*

T. A. J.

SHELLING OF FORT POWELL.

FLAG-SHIP HARTFORD,

Off Ship Island, February 28, 1864.

SIR : I have been shelling Fort Powell, on Shell island, in Grant's Pass, Mississippi sound, during the past week, but have made but little impression upon it, as we cannot approach nearer than four thousand yards, and then we got hard aground in the Calhoun, drawing only eight and a half feet. It required two steamers besides her own power to get her off. This I did because I saw the wind hauling around to the northward, which blows the water out of the sound, and I feared we might be kept there a week or longer before the water would rise sufficiently to enable us to get off.

The enemy, at the time, were throwing their shot three-fourths of a mile over and beyond us. The ammunition of the vessel being nearly all expended, and fearing I might not receive a supply in less than two days, I hauled all the vessels out where they could float. The weather became thick, and has continued so for the last two days. I have now received a fresh supply of ammunition, and will recommence the work to-morrow, the 29th ; but I have no hope of reducing the fort, as the steamers lie on the opposite side of it, to take the people on board if necessary, or to relieve the garrison.

We cannot get within eight hundred yards in the small boats, so as to assault it, but it assists General Sherman, by keeping up the idea of an attack upon Mobile, which is looked for hourly by the confederates. Would that it was true ; now is the propitious time.

The Tennessee is at Mobile getting the camels under her, and if their intention is to get her over Dog River bar, which I doubt, she will have to take the chances of being destroyed in doing so.

If we had only two or three thousand troops to make their approaches on the peninsulas, the ships will run in, I think, easily. We might have done it long since, but General Banks is ordered to be ready to move in concert with General Sherman, and of course is not willing to risk being out of place at the moment he is called upon to march.

After the Tennessee gets over Dog River bar, it would be imprudent to go in without an iron-clad, as I before stated, because she could lie in shoal water, where our ships could not get at her, and could knock our vessels to pieces; but if we go in before she gets over the bar, our gunboats will destroy her on the bar if she attempts to cross with camels.

I am ready the moment the army will act with me, but there is no doing anything with forts so long as their back-doors are open; besides which, my communication must be open for supplies, which cannot be done without troops to cut off all their forts from the land communication with Mobile.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

APPEARANCE OF THE RAM TENNESSEE.—SILENCING FORT POWELL.

FLAG-SHIP HARTFORD,

Off Ship Island, March 1, 1864.

SIR: In my last despatch, No. 33, I informed you that the ram Tennessee, in Mobile bay, had not yet crossed Dog River bar, but to-day, to our great surprise, she appeared in full view in the bay, opposite Grant's Pass, where I was at the time, having been at work all day yesterday shelling Fort Powell.

I do not know what impression we made upon the fort. They opened upon our mortar-boats with five heavy rifled 100-pounder guns, and struck the John Griffith four times in succession.

We silenced the fort in one hour and a quarter, and they did not again open fire, but kept their flag flying until after sunset, when we ceased firing.

This morning at 7 a. m. we perceived three gunboats and two iron-clads lying near the fort; about one hour afterwards the Tennessee made her appearance, coming down the bay. The wind freshened and she came to an anchor.

Since 11 a. m. it has been blowing a gale from the north-northwest. As soon as I was satisfied that she was really the Tennessee, I came down to join the Hartford, and will be off Mobile as soon as the weather moderates.

Unless she fails in some particular, I fear that with the present force they have inside, it will be much more difficult for us to take Mobile with our wooden vessels, than it would have been one week ago.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

THREATENED ATTACK BY THE REBEL RAM TENNESSEE, &c.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,

Pensacola, May 9, 1864.

SIR: All the late accounts from Mobile agree in representing Buchanan as making great exertions to get camels large enough to float the ram Tennessee

over Dog River bar, and no doubt is felt of his success, and the public mind in the rebel States is in such a state of excitement in consequence of the disaster of General Banks, and the success of the rebel rams in North Carolina, that they say he will be compelled to come out and attack us with his whole force, which, as I have before informed the department, consists of seven (7) vessels, four (4) iron-clads and three (3) wooden gunboats, besides the Nashville, which is finished with the exception of the plating. She is a fac simile of the Tennessee.

The Tennessee is plated with six-inch iron, and armed with six Brooks rifles of 6 and 7-inch calibre.

The Tuscaloosa and Huntsville are plated with four-inch iron.

The other boats all have one or two Brooks rifles of from 100 pounds to 150 pounds, and the rest of their battery IX-inch guns.

The Morgan, Gaines, and Selma are much the same as our gunboats, perhaps better, armed for long fighting; but if they come outside, that will not serve them. Thus you perceive that I am in hourly expectation of being attacked by almost an equal number of vessels, iron-clad against wooden vessels, and a most unequal contest it will be, as the Tennessee is represented as impervious to all their experiments at Mobile, so that our only hope is to run her down, which we shall certainly do all in our power to accomplish; but should we be unsuccessful, the panic in this part of the country will be beyond all control. They will imagine that New Orleans and Pensacola must fall.

New Orleans is well defended; the forts have each two XV-inch guns, and at range that, I think, would destroy any vessel; but *this place has not a gun* that would hurt a four-inch plated vessel at the distance the forts will be compelled to fire at them—X-inch shell guns are the heaviest they have, and only (4) four of them, all on different bastions. One iron-clad in Pensacola would be worth all the forts under the present circumstances. Their iron-clads would be afraid to come out to threaten New Orleans or Pensacola. If New Orleans, one iron-clad would be on his trail up the river; if Pensacola, she would probably have an overmatch in the iron-clad's XV-inch guns, and which, if placed between the forts, would lessen the distance to be fired at one-half.

I fully understand and appreciate my situation. The experience I had of the fight between the Arkansas and Admiral Davis's vessels, on the Mississippi, showed plainly how unequal the contest is between iron-clads and wooden vessels in loss of life, unless you succeed in destroying the iron-clad. I therefore deeply regret that the department has not been able to give us ONE of the many iron-clads that are off Charleston, and on the Mississippi. I have always looked for the latter, but it appears that it takes us twice as long to build an iron-clad as any one else. It looks as if the contractors and the fates were against us. While the rebels are bending their whole energies to the war, our people are expecting the war to close by default; and if they do not awake to a sense of their danger soon, it will be so.

But be assured, sir, that the navy will do its duty, let the issue come when it may, or I am greatly deceived.

I think you have many ready and willing to make any sacrifice their country can require of them.

All I ask of them is *to do their whole duty*; the result belongs to God.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

FALLING BACK OF THE ARMY.—RAM TENNESSEE AND GUNBOATS.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,
Off Mobile Bar, May 25, 1864.

SIR: My mail from New Orleans this morning is very discouraging. Our army is not only falling back to that most demoralizing of places, New Orleans, but I am informed by Lieutenant Commander Cook, at Matagorda, that General Banks has ordered Matagorda to be abandoned, and the forts and earthworks to be destroyed. The general is in New Orleans; the army said to be at Morganzia, just above Port Hudson, on the western shore.

I ran in shore yesterday, and took a good look at the iron-clad Tennessee. She flies the blue flag of Admiral Buchanan. She has four ports of a side, out of which she fights, I understand from the refugees, four 7-inch Brooks rifles, and 2 10-inch columbiads. She has a torpedo fixture on the bow. Their four iron-clads and three wooden gunboats make quite a formidable appearance.

I see by the rebel papers, Buchanan is advertised to raise the blockade as soon as he is ready. As I have before informed the department, if I had the military force to place on the isthmus and on Dauphin island, say three thousand men, and one or two iron-clads, I would not hesitate to run in and attack him; but if I was to run in, and in so doing get my vessels crippled, it would be in his power to retire to the shoal water with his iron-clads, (in fact all their vessels draw much less water than ours,) and thus destroy us without our being able to get at him. But if he takes the offensive and comes out of port, I hope to be able to contend with him.

The department has not yet responded to my call for the iron-clads in the Mississippi, which I was led to believe were intended for this squadron.

I am placing heavy iron cutters on the bows of my vessels, and shall also have torpedoes to place me on an equality with my enemy, if he comes outside. No doubt he will have the advantage of me inside, as they are planting them every day; we can see them distinctly when at work.

Torpedoes are not so agreeable when used on both sides; therefore I have reluctantly brought myself to it.

I have always deemed it unworthy of a chivalrous nation, but it does not do to give your enemy such a decided superiority over you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CONDITION OF AFFAIRS IN MOBILE BAY.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,
Off Mobile, June 4, 1864.

SIR: As the Admiral has arrived here on her way north, I avail myself of the opportunity to inform the department that we are in *statu quo*. Admiral Buchanan is lying at Fort Morgan, in the Tennessee, and refugees report "that they are getting the Nashville over Dog River bar, and that there are two other iron-clads which have come down from Selma within a few days;" that it is not true that Admiral Buchanan intends to leave Mobile bay—he only intends to destroy Farragut's fleet.

It has been heretofore stated that New Orleans was their main object, but I enclose the testimony of the last refugees.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

BARRANCAS, June 2, 1864.

Statement of James Nicoll, an alien from Liverpool, England, who came in to-day from Mobile *via* Bon Secour bay :

Left Mobile last Sunday morning, and Bon Secour bay yesterday evening.

There are in Mobile bay, over the Dog River bar, the Tennessee, Baltic, Tuscaloosa and Huntsville, iron-clad rams, and the wooden gunboats Selma, Morgan and Gaines. The Nashville was not yet over the bar, but she had already the camels under her, and she must be over by this time; her bow, stern, and pilot-house are only partly ironed.

There are two more rams at Mobile not yet plated, and one just completed at Selma, and aground above Mobile. There are also at Mobile, near the dry-docks, four iron-plated floating batteries, one of them sunk.

DEFENCES OF MOBILE BAY WILL BE ATTACKED ON ARRIVAL OF THE MONITORS.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,

Off Mobile, July 26, 1864.

SIR: By the timely arrival of the coal-ship New England, I have been able to fill up the vessels of the blockade, and am all prepared for the attack the moment the two monitors arrive from New Orleans, which Commodore Palmer writes me will be about the 29th or 30th.

The Manhattan is under Sand island with vessels to look out for her, and the moment the other two and the army arrive, I will commence. My great wants will be coal, and also ice for the sick and wounded; I think we have every arrangement made for the latter. The fleet surgeon has been untiring in getting things prepared at Pensacola, and the army and sanitary commission have been very accommodating to us.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

CAPTURE OF REBEL PICKET GUARD NEAR FORT MORGAN.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,

Off Mobile, August 4, 1864.

SIR: I beg to bring to the attention of the department the gallantry of a little party landed from the Oneida, while on picket duty off the peninsula, about five miles from Fort Morgan, on the night of the 22d ultimo.

Lieutenant Cotton and Acting Ensign John L. Hall were landed, to lie in ambush for the picket guard, (which Commander T. H. Stevens, of the Oneida, had seen pass up and down the beach frequently during his tour of duty in that locality,) and if sufficiently strong, to attack and capture them, and the ship would send to their assistance. They had not been in ambush more than an hour before a horseman came along; the party rushed out and captured him, and they then compelled him to lead them to his picket. Mr. Hall took charge of the party and followed on for three or four miles, surprised and captured a lieutenant and four soldiers. Although the act was somewhat imprudent, it was nevertheless a bold one, and as he succeeded, I think Mr. Hall fairly entitled to the favorable consideration of the department, and I most respectfully recommend him for promotion to the grade of acting master.

Enclosed Nos. 1 and 2 are the reports of Commander Stevens and Lieutenant Cotton.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander T. H. Stevens.

UNITED STATES STEAM-SLOOP ONEIDA,

Off Pensacola, July 23, 1864.

SIR: The time being propitious, I landed a party of ten men from this vessel nearly abreast of our picket station, for the purpose of capturing the cavalry patrol of the enemy, which for several nights we had observed from the vessel passing up and down the beach. The party was in charge of Lieutenant C. S. Cotton, of this vessel, and Acting Ensign J. L. Hall. The instructions were to land and secrete themselves in the woods, sending the boat back to the Oneida. The expedition resulted in the capture of the entire picket cavalry camp of the enemy, who were established some four miles to the eastward of our position, with the exception of one man, who escaped. A lieutenant and four privates, belonging to the 7th Alabama cavalry, with their arms, horses and accoutrements, were taken; subsequently the horses were released. The prisoners I have to-day delivered, according to your instructions, to the provost marshal of this place. In connexion with the execution of the affair, I desire to bring to your notice the good conduct of both men and officers. Lieutenant Cotton speaks in warm terms of the gallantry and judgment displayed by Acting Ensign Hall upon the occasion.

Enclosed please receive report of Lieutenant Cotton.

I have the honor to be your obedient servant,

T. H. STEVENS, *Commander.*

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

Report of Lieutenant Chas. S. Cotton.

UNITED STATES STEAMER ONEIDA,

Off Pensacola, July 23, 1864.

SIR: In obedience to your orders, I landed, with Acting Ensign John L. Hall and ten men of this ship, a short distance to the eastward of this ship's position on the night of the 22d instant.

We secreted ourselves in a commanding position a short distance from the beach, and after having lain in ambush about an hour, were rewarded by the capture of a patrol coming from the westward, arms, horse and accoutrements. From information gained from this prisoner I deemed it proper and expedient to detach a party of men under Mr. Hall to surprise and capture the patrol camp situated some three miles to the eastward, and accordingly did so, sending the prisoner as a guide. I remained with the balance and smaller portion of the party to watch the movements of the patrols a short distance to the westward, and, if possible, to capture them. About two a. m. Mr. Hall and men returned, having been rewarded by the capture of a lieutenant and three privates, arms, horses, accoutrements, camp equipage, &c.

At 2.30 a. m. I returned to the ship with the party, prisoners, arms, and ammunition.

It gives me great pleasure to recommend to your notice the creditable and gallant manner in which Mr. Hall executed his duty, and also the commendable conduct of the men. The results of the expedition were: Captured one lieutenant and four privates of the 7th Alabama cavalry, arms and ammunition, five horses with their equipments complete, and all the camp equipage and stores. The sentry who was on post at the time Mr. Hall made his descent on the camp made his escape in the woods, and gave the information of our presence to the enemy.

I am, sir, very respectfully, your obedient servant,

CHAS. S. COTTON,

Lieutenant United States Navy.

Commander THOS. H. STEVENS,

Commanding U. S. Steamer Oneida, Mobile Blockade.

ATTACK ON THE DEFENCES OF MOBILE.

Report of Rear-Admiral Farragut.

FLAG-SHIP HARTFORD.

Mobile Bay, August 5, 1864.

SIR: I have the honor to report to the department that this morning I entered Mobile bay, passing between Forts Morgan and Gaines, and encountering the rebel ram Tennessee and gunboats of the enemy, namely, Selma, Morgan, and Gaines.

The attacking fleet was under way by forty-five minutes past five a. m., in the following order: The Brooklyn, with the Octorara on her port side; Hartford, with the Metacomet; Richmond, with the Port Royal; Lackawanna, with the Seminole; Monongahela, with the Tecumseh; Ossipee, with the Itasca, and the Oneida with the Galena.

On the starboard of the fleet was the proper position of the monitors or iron-clads. The wind was light from the southwest, and the sky cloudy, with very little sun. Fort Morgan opened upon us at ten minutes past seven o'clock, and soon after this the action became lively. As we steamed up the main ship channel there was some difficulty ahead, and the Hartford passed on ahead of the Brooklyn. At forty minutes past seven the monitor Tecumseh was struck by a torpedo and sunk, going down very rapidly, and carrying down with her all the officers and crew, with the exception of the pilot and eight or ten men, who were saved by a boat that I sent from the Metacomet, which was alongside of me.

The Hartford had passed the forts before eight o'clock, and finding myself raked by the rebel gunboats, I ordered the Metacomet to cast off and go in pursuit of them, one of which—the Selma—she succeeded in capturing.

All the vessels had passed the forts by half past eight, but the rebel ram Tennessee was still apparently uninjured in our rear.

Signal was at once made to all the fleet to turn again and attack the ram, not only with guns, but with orders to run her down at full speed. The Monongahela was the first that struck her, and though she may have injured her badly, yet she did not succeed in disabling her. The Lackawanna also struck her, but ineffectually. The flag-ship gave her a severe shock with her bow, and as she passed poured her whole port broadside into her of solid nine-inch shot and thirteen pounds of powder, at a distance of not more than twelve feet. The iron-clads were closing upon her, and the Hartford and the rest of the fleet were bearing down upon her, when, at ten a. m., she surrendered. The rest of the rebel fleet—namely, the Morgan and Gaines—succeeded in getting back under the protection of Fort Morgan. This terminated the action of the day.

Admiral Buchanan sent me his sword, being himself badly wounded with a compound fracture of the leg, which it is supposed will have to be amputated.

Having had many of my own men wounded, and the surgeon of the Tennessee being very desirous to have Admiral Buchanan removed to the hospital, I sent a flag of truce to the commanding officer of Fort Morgan, Brigadier General Richard L. Page, to say that if he would allow the wounded of the fleet, as well as their own, to be taken to Pensacola, where they can be better cared for than here, I would send out one of our vessels, provided she would be permitted to return, bringing back nothing she did not take out.

General Page consented, and the Metacomet was despatched.

The list of casualties on our part, as far as ascertained, is as follows :

Flag-ship Hartford—nineteen killed, twenty-three wounded.

Brooklyn—Nine killed, twenty-two wounded.

Lackawanna—Four killed, two wounded.

Oneida—Seven killed, twenty-three wounded.

Monongahela—Six wounded.

Metacomet—One killed, two wounded.

Ossipee—One killed, seven wounded.

Galena—One wounded.

Richmond—Two wounded.

In all, forty-one killed and eighty-eight wounded.

On the rebel ram Tennessee were captured twenty officers and about one hundred and seventy men. The following is a list of the officers: Admiral F. Buchanan; Commander James D. Johnson; Lieutenants Wm. D. Bradford, A. P. Wharton, E. J. McDennert; Masters J. R. De Moley, H. W. Perron; Fleet-Surgeon R. C. Bowles; Engineers G. D. Leneng, J. O'Connell, John Hays, O. Benson, W. B. Patterson; Paymaster's Clerk J. H. Conen; Master's Mates W. A. Forrest, Beebe, and R. M. Carter; Boatswain John McCudie; Gunner H. S. Smith.

On the Selma were taken ninety officers and men. Of the officers I have only heard the names of two, namely Commander Peter U. Murphy and Lieutenant J. H. Comstock. The latter was killed.

I will send a detailed despatch by the first opportunity.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

List of killed and wounded on board United States steamer Hartford in the action with the rebel Fort Morgan and fleet, August 5, 1864.

Killed—David Morrow, quarter-gunner; Wm. Osgood, ordinary seaman; Thos. Baine, ordinary seaman; Benjamin Harper, seaman; Wm. Clark, boy; Charles

Schaffer, seaman; Frank Stillwell, nurse; George Walker, landsman; John C. Scott, ordinary seaman; Thomas Wilde, ordinary seaman; Wm. Smith, boy; Wm. Andrews, captain after-guard; Frederick Munsell, captain after-guard; Lewis McLane, landsman; Peter Duncan, landsman; — Smith, fireman; Thomas Baines, fireman; Thomas Stanton, fireman; — Cannel, fireman. Total, nineteen.

Wounded—Lieutenant Adams, slightly; Acting Third Assistant Engineer McEwan, amputation of arm; Acting Master's Mate R. P. Herrick, slightly; Acting Ensign W. H. Heginbotham, severely, (since dead;) Wilder Venner, landsmans, leg; Adolphus Pulle, seaman, severe flesh wounds, leg; Hiram Elder, seaman, right leg; R. Dumphery, coal-heaver, both arms; Wm. Thompson, ordinary seaman, one leg; E. Johnson, boy, contusion, side; Walter Lloyd, boy, leg; M. Forbes, captain mizzen-top, contusion, side; Wm. Stanley, seaman, contusion on leg; C. Stevenson, boy, contusion; F. Campbell, seaman, contusion; Wm. Doyle, boy, contusion, side; Auguste Simmons, landsman; Peter Pitts, boy; Michel Fayal, landsman; David Ortin; Wm. Trask, left leg; Charles Dennis, both arms; Thomas O'Connell, right hand off. Total, twenty three.

Congratulatory letter to Rear-Admiral Farragut.

NAVY DEPARTMENT,
Washington, August 15, 1864.

SIR: Your despatch of the 5th instant, stating that you had, on the morning of that day, entered Mobile bay, passing between Forts Morgan and Gaines, and encountering and overcoming the rebel fleet, I had the satisfaction to receive this day. Some preliminary account of your operations had previously reached us through rebel channels.

Again it is my pleasure and my duty to congratulate you and your brave associates on an achievement unequalled in our service by any other commander, and only surpassed by that unparalleled naval triumph of the squadron under your command in the spring of 1862, when, proceeding up the Mississippi, you passed Forts Jackson and St. Philip, and, overcoming all obstructions, captured New Orleans, and restored unobstructed navigation to the commercial emporium of the great central valley of the Union.

The bay of Mobile was not only fortified and guarded by forts and batteries on shore, and by submerged obstructions, but the rebels had also collected there a formidable fleet, commanded by their highest naval officer—a former captain in the Union navy—who, false to the government and the Union, had deserted his country in the hour of peril, and levelled his guns against the flag which it was his duty to have defended. The possession of Mobile bay, which you have acquired, will close the illicit traffic which has been carried on by running the blockade in that part of the Gulf, and gives point and value to the success you have achieved.

Great results in war are seldom obtained without great risks, and it was not expected that the possession of the harbor of Mobile would be secured without disaster. The loss of the gallant Craven and his brave companions, with the Tecumseh, (a vessel that was invulnerable to the guns of Fort Morgan,) by a concealed torpedo, was a casualty against which no human foresight could guard. While the nation awards cheerful honors to the living, she will ever hold in grateful remembrance the memory of the gallant and lamented dead, who perilled their lives for their country and died in her cause.

To you and the brave officers and sailors of your squadron, who participated in this great achievement, the department tenders its thanks and those of the government and country.

Very respectfully, &c.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT,
Com'dg West Gulf Blockading Squadron, Mobile bay.

Despatch of Rear-Admiral Farragut acknowledging receipt of department's congratulatory letter.

No. 392.] FLAG-SHIP HARTFORD, W. G. BLOCKADING SQUADRON,
Mobile Bay, September 4, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 15th ultimo, in which you are pleased to express the thanks of the department and the government at the successful entrance into Mobile bay by the fleet under my command, and the capture and destruction of the iron-clads of the enemy under the command of Admiral Buchanan.

He, though a rebel and a traitor to the government that had raised and educated him, had always been considered one of its ablest officers, and no one knew him better or appreciated his capacity more highly than myself, and, I may add, felt more proud of overcoming him in such a contest, if for no other reason than to prove to the world that ramming and sinking a helpless frigate at her anchor is a very different affair from ramming steamers when handled by officers of good capacity.

In this engagement the Tennessee ran at our entire line of fourteen vessels, and yet never succeeded in striking one, but, on the contrary, she was herself struck in succession by the Monongahela, the Lackawanna, the Hartford, and the Ossipee. All the injuries she inflicted were with her guns. As a ram she did us no harm whatever.

The department will please accept my thanks for its congratulatory letter. I have directed it to be read at muster on all the ships in my squadron, and I know well that it will be as gratefully appreciated by every officer and man in this fleet as it is by,

Very respectfully, your obedient servant.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

SURRENDER OF FORT POWELL.

Report of Rear-Admiral Farragut.

FLAG-SHIP HARTFORD, WEST GULF BLOCKADING SQUADRON,
Mobile Bay, August 8, 1864.

SIR: I have the honor to inform the department that Fort Powell was evacuated on the night of the fifth instant. The rebels blew up much of the fort, but we took all of the guns, and those of the best quality, a list of which will

be forwarded. We took some covered barges also from Fort Powell and Cedar Point, which do us good service as a workshop. The fleet engineer and fleet paymaster came in the Stockdale, with iron, &c., for the repairs of our vessel.

On the afternoon of the sixth the Chickasaw went down and shelled Fort Gaines, and on the morning of the seventh I received a communication from Colonel Anderson, commanding the fort, offering to surrender to the fleet, asking the best conditions. I immediately sent for General Granger, and in the evening had Colonel Anderson and Major Browne on board, and the agreement was signed by all parties.

At seven a. m., August 8, Fleet Captain Drayton, on the part of the navy, and Colonel Myer, on the part of the army, proceeded to the fort to carry out the stipulations of the agreement, and at forty-five minutes past nine the fort surrendered, and the stars and stripes were hoisted on the staff amid the cheers of the fleet. Enclosed herewith are copies of the letters of Colonel Anderson and the reply of General Granger and myself, marked Nos. 1 and 2, respectively.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Colonel Anderson to Rear-Admiral Farragut.

HEADQUARTERS, FORT GAINES, August 7, 1864.

TO ADMIRAL FARRAGUT,

Commanding Naval Forces off Dauphin Island:

Feeling my inability to maintain my present position longer than you may see fit to open upon me with the fleet, and feeling also the uselessness of entailing upon ourselves further destruction of life, I have the honor to propose the surrender of fort Gaines, its garrison, stores, &c.

I trust to your magnanimity for obtaining honorable terms, which I respectfully request that you will transmit to me, and allow me sufficient time to consider them and return an answer.

This communication will be handed to you by Major W. R. Browne.

I am, sir, very respectfully, your obedient servant,

C. D. ANDERSON,

Colonel, Commanding.

Joint letter from Rear-Admiral Farragut and Major General Granger to Colonel Anderson.

FLAG-SHIP HARTFORD,
Mobile Bay, August 7, 1864.

SIR: In accordance with the proposal made in your letter of this morning for the surrender of Fort Gaines, I have to say that, after communicating with General Granger, in command of our forces on Dauphin island, the only offers we can make are—

First. The unconditional surrender of yourself and the garrison of Fort Gaines, with all of the public property within its limits.

Second. The treatment which is in conformity with the custom of the most civilized nations towards prisoners of war.

Third. Private property, with the exception of arms, will be respected.

This communication will be handed you by Fleet Captain P. Drayton and Colonel Mayer of the United States army, who fully understand the views of General Granger and myself.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

G. GRANGER,
Major General United States Army.

Colonel C. D. ANDERSON.
Commanding Fort Gaines.

ATTACK ON THE DEFENCES OF MOBILE.

Detailed report of Rear-Admiral D. G. Farragut.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 12, 1864.

SIR: I had the honor to forward to the department, on the evening of the 5th instant, a report of my *entree* into Mobile bay on the morning of that day, and which, though brief, contained all the principal facts of the attack.

Notwithstanding the loss of life, particularly on this ship, and the terrible disaster to the *Tecumseh*, the result of the fight was a glorious victory, and I have reason to feel proud of the officers, seamen, and marines of the squadron under my command, for it has never fallen to the lot of an officer to be thus situated and thus sustained. Regular discipline will bring men to any amount of endurance, but there is a natural fear of hidden dangers, particularly when so awfully destructive of human life as the torpedo, which requires more than discipline to overcome.

Preliminary to a report of the action of the fifth, I desire to call the attention of the department to the previous steps taken in consultation with Generals Canby and Granger. On the 8th of July I had an interview with these officers on board the *Hartford*, on the subject of an attack upon Forts Morgan and Gaines, at which it was agreed that General Canby would send all the troops he could spare to co-operate with the fleet. Circumstances soon obliged General Canby to inform me that he could not despatch a sufficient number to invest both forts, and, in reply, I suggested that Gaines should be the first invested, engaging to have a force in the sound ready to protect the landing of the army on Dauphin island, in the rear of that fort, and I assigned Lieutenant Commander De Krafft, of the *Conemaugh*, to that duty.

On the 1st instant General Granger visited me again on the *Hartford*. In the mean time the *Tecumseh* had arrived at Pensacola, and Captain Craven had informed me that he would be ready in four days for any service. We therefore fixed upon the fourth of August as the day for the landing of the troops and my entrance into the bay, but owing to delays mentioned in Captain Jenkins's communication to me the *Tecumseh* was not ready. General Granger, however, to my mortification, was up to time, and the troops actually landed on Dauphin island.

As subsequent events proved, the delay turned to our advantage, as the rebels were busily engaged during the 4th in throwing troops and supplies into Fort Gaines, all of which were captured a few days afterward.

The *Tecumseh* arrived on the evening of the fourth, and everything being propitious, I proceeded to the attack on the following morning.

As mentioned in my previous despatch, the vessels outside the bar, which were designed to participate in the engagement, were all under way by forty min-

utes past five in the morning, in the following order, two abreast, and lashed together: Brooklyn, Captain James Alden, with the Octorara, Lieutenant Commander C. H. Green, on the port side; Hartford, Captain Percival Drayton, with the Metacomet, Lieutenant Commander J. E. Jouett; Richmond, Captain T. A. Jenkins, with the Port Royal, Lieutenant Commander B. Gherardi; Lackawanna, Captain J. B. Marchand, with the Seminole, Commander E. Donaldson; Monongahela, Commander J. H. Strong, with the Kennebec, Lieutenant Commander W. P. McCann; Ossipee, Commander W. E. Le Roy, with the Itasca, Lieutenant Commander George Brown; Oneida, Commander J. R. M. Mullany, with the Galena, Lieutenant Commander C. H. Wells. The iron-clads—Tecumseh, Commander T. A. M. Craven; the Manhattan, Commander J. W. A. Nicholson; the Winnebago, Commander T. H. Stevens; and the Chickasaw, Lieutenant Commander G. H. Perkins—were already inside the bar, and had been ordered to take up their positions on the starboard side of the wooden ships, or between them and Fort Morgan, for the double purpose of keeping down the fire from the water battery and the parapet guns of the fort, as well as to attack the ram Tennessee as soon as the fort was passed.

It was only at the urgent request of the captains and commanding officers that I yielded to the Brooklyn being the leading ship of the line, as she had four chase guns and an ingenious arrangement for picking up torpedoes, and because, in their judgment, the flag-ship ought not to be too much exposed. This I believe to be an error; for, apart from the fact that exposure is one of the penalties of rank in the navy, it will always be the aim of the enemy to destroy the flag-ship, and, as will appear in the sequel, such attempt was very persistently made, but Providence did not permit it to be successful.

The attacking fleet steamed steadily up the main ship-channel, the Tecumseh firing the first shot at forty-seven minutes past six o'clock. At six minutes past seven the fort opened upon us, and was replied to by a gun from the Brooklyn, and immediately after the action became general.

It was soon apparent that there was some difficulty ahead. The Brooklyn, for some cause which I did not then clearly understand, but which has since been explained by Captain Alden in his report, arrested the advance of the whole fleet, while, at the same time, the guns of the fort were playing with great effect upon that vessel and the Hartford. A moment after I saw the Tecumseh, struck by a torpedo, disappear almost instantaneously beneath the waves, carrying with her her gallant commander and nearly all her crew. I determined at once, as I had originally intended, to take the lead; and after ordering the Metacomet to send a boat to save, if possible, any of the perishing crew, I dashed ahead with the Hartford, and the ships followed on, their officers believing that they were going to a noble death with their commander-in-chief.

I steamed through between the buoys, where the torpedoes were supposed to have been sunk. These buoys had been previously examined by my flag-lieutenant, J. Crittenden Watson, in several nightly reconnoissances. Though he had not been able to discover the sunken torpedoes, yet we had been assured by refugees, deserters, and others, of their existence, but believing that, from their having been some time in the water they were probably innocuous, I determined to take the chance of their explosion.

From the moment I turned to the northwestward, to clear the middle ground, we were enabled to keep such a broadside fire upon the batteries of Fort Morgan that their guns did us comparatively little injury.

Just after we passed the fort, which was about ten minutes before eight o'clock, the ram Tennessee dashed out at this ship, as had been expected, and in anticipation of which I had ordered the monitors on our starboard side. I took no further notice of her than to return her fire.

The rebel gunboats Morgan, Gaines, and Selma were ahead, and the latter

particularly annoyed us with a raking fire, which our guns could not return. At two minutes after eight o'clock I ordered the *Metacomet* to cast off and go in pursuit of the *Selma*. Captain Jouett was after her in a moment, and in an hour's time he had her as a prize. She was commanded by P. V. Murphy, formerly of the United States navy. He was wounded in the wrist, his executive officer, Lieutenant Comstock, and eight of the crew, killed, and seven or eight wounded. Lieutenant Commander Jouett's conduct during the whole affair commands my warmest commendations. The *Morgan* and *Gaines* succeeded in escaping under the protection of the guns of Fort Morgan, which would have been prevented had the other gunboats been as prompt in their movements as the *Metacomet*; the want of pilots, however, I believe, was the principal difficulty. The *Gaines* was so injured by our fire that she had to be run ashore, where she was subsequently destroyed, but the *Morgan* escaped to Mobile during the night, though she was chased and fired upon by our cruisers.

Having passed the forts and dispersed the enemy's gunboats, I had ordered most of the vessels to anchor, when I perceived the ram *Tennessee* standing up for this ship. This was at forty-five minutes past eight. I was not long in comprehending his intentions to be the destruction of the flag-ship. The monitors, and such of the wooden vessels as I thought best adapted for the purpose, were immediately ordered to attack the ram, not only with their guns, but bows on at full speed, and then began one of the fiercest naval combats on record.

The *Monongahela*, Commander Strong, was the first vessel that struck her, and in doing so carried away his own iron prow, together with the cutwater, without apparently doing her adversary much injury. The *Lackawanna*, Captain Marchand, was the next vessel to strike her, which she did at full speed; but though her stem was cut and crushed to the plank ends for the distance of three feet above the water's edge to five feet below, the only perceptible effect on the ram was to give her a heavy list.

The *Hartford* was the third vessel which struck her, but, as the *Tennessee* quickly shifted her helm, the blow was a glancing one, and, as she rasped along our side, we poured our whole port broadside of nine-inch solid shot within ten feet of her casement.

The monitors worked slowly, but delivered their fire as opportunity offered. The *Chickasaw* succeeded in getting under her stern, and a fifteen-inch shot from the *Manhattan* broke through her iron plating and heavy wooden backing, though the missile itself did not enter the vessel.

Immediately after the collision with the flag-ship, I directed Captain Drayton to bear down for the ram again. He was doing so at full speed when, unfortunately, the *Lackawanna* run into the *Hartford* just forward of the mizzenmast, cutting her down to within two feet of the water's edge. We soon got clear again, however, and were fast approaching our adversary, when she struck her colors and run up the white flag.

She was at this time sore beset; the *Chickasaw* was pounding away at her stern, the *Ossipee* was approaching her at full speed, and the *Monongahela*, *Lackawanna*, and this ship were bearing down upon her, determined upon her destruction. Her smoke-stack had been shot away, her steering chains were gone, compelling a resort to her relieving tackles, and several of her port shutters were jammed. Indeed, from the time the *Hartford* struck her, until her surrender, she never fired a gun. As the *Ossipee*, Commander Le Roy, was about to strike her, she hoisted the white flag, and that vessel immediately stopped her engine, though not in time to avoid a glancing blow.

During this contest with the rebel gunboats and the ram *Tennessee*, and which terminated by her surrender at ten o'clock, we lost many more men than from the fire of the batteries of Fort Morgan.

Admiral Buchanan was wounded in the leg; two or three of his men were killed, and five or six wounded. Commander Johnston, formerly of the United

States navy, was in command of the Tennessee, and came on board the flagship, to surrender his sword, and that of Admiral Buchanan. The surgeon, Doctor Conrad, came with him, stated the condition of the admiral, and wished to know what was to be done with him. Fleet Surgeon Palmer, who was on board the Hartford during the action, commiserating the sufferings of the wounded, suggested that those of both sides be sent to Pensacola, where they could be properly cared for. I therefore addressed a note to Brigadier-General R. L. Page, commanding Fort Morgan, informing him that Admiral Buchanan and others of the Tennessee had been wounded, and desiring to know whether he would permit one of our vessels, under a flag of truce, to convey them, with or without our wounded, to Pensacola, on the understanding that the vessel should take out none but the wounded, and bring nothing back that she did not take out. This was acceded to by General Page, and the Metacomet proceeded on this mission of humanity.

I enclose herewith the correspondence with that officer, (marked numbers, one, two, three, and four.) I forward also the reports (marked numbers five, six, seven, eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, and twenty-one) of the commanding officers of the vessels who participated in the action, and who will no doubt call attention to the conduct of such individuals as most distinguished themselves.

As I had an elevated position in the main rigging near the top, I was able to overlook not only the deck of the Hartford, but the other vessels of the fleet. I witnessed the terrible effects of the enemy's shot, and the good conduct of the men at their guns, and although no doubt their hearts sickened, as mine did, when their shipmates were struck down beside them, yet there was not a moment's hesitation to lay their comrades aside, and spring again to their deadly work.

Our little consort, the Metacomet, was also under my immediate eye during the whole action up to the moment I ordered her to cast off in pursuit of the Selma. The coolness and promptness of Lieutenant Commander Jouett throughout merit high praise; his whole conduct was worthy of his reputation.

In this connexion I must not omit to call the attention of the department to the conduct of Acting Ensign Henry C. Nields, of the Metacomet, who had charge of the boat sent from that vessel when the Tecumseh sunk. He took her in under one of the most galling fires I ever saw, and succeeded in rescuing from death ten of her crew, within six hundred yards of the fort. I would respectfully recommend his advancement. The commanding officers of all the vessels who took part in the action deserve my warmest commendations, not only for the untiring zeal with which they had prepared their ships for the contest, but for their skill and daring in carrying out my orders during the engagement. With the exception of the momentary arrest of the fleet when the Hartford passed ahead, and to which I have already adverted, the order of battle was preserved, and the ships followed each other in close order past the batteries of Fort Morgan, and in comparative safety too, with the exception of the Oneida. Her boilers were penetrated by a shot from the fort, which completely disabled her, but her consort, the Galena, firmly fastened to her side, brought her safely through, showing clearly the wisdom of the precaution of carrying the vessels in two abreast. Commander Mullany, who had solicited eagerly to take part in the action, was severely wounded, losing his left arm.

In the encounter with the ram the commanding officers obeyed with alacrity the order to run her down, and without hesitation exposed their ships to destruction to destroy the enemy.

Our iron-clads, from their slow speed and bad steering, had some difficulty in getting into and maintaining their position in line as we passed the fort, and, in the subsequent encounter with the Tennessee, from the same causes were not as effective as could have been desired, but I cannot give too much praise to

Lieutenant Commander Perkins, who, though he had orders from the department to return north, volunteered to take command of the Chickasaw, and did his duty nobly.

The Winnebago was commanded by Commander T. H. Stevens, who volunteered for that position. His vessel steers very badly, and neither of his turrets will work, which compelled him to turn his vessel every time to get a shot, so that he could not fire very often, but he did the best under the circumstances.

The Manhattan appeared to work well, though she moved slowly. Commander Nicholson delivered his fire deliberately, and, as before stated, with one of his fifteen-inch shot broke through the armor of the Tennessee, with its wooden backing, though the shot itself did not enter the vessel. No other shot broke through the armor, though many of her plates were started, and several of her port-shutters jammed by the fire from the different ships.

The Hartford, my flag-ship, was commanded by Captain Percival Drayton, who exhibited throughout that coolness and ability for which he has been long known to his brother officers. But I must speak of that officer in a double capacity. He is the fleet-captain of my squadron, and one of more determined energy, untiring devotion to duty, and zeal for the service, tempered by great calmness, I do not think adorns any navy. I desire to call your attention to this officer, though well aware that in thus speaking of his high qualities I am only communicating officially to the department that which it knew full well before. To him, and to my staff in their respective positions, I am indebted for the detail of my fleet.

Lieutenant J. Crittenden Watson, my flag-lieutenant, has been brought to your notice in former despatches. During the action he was on the poop attending to the signals, and performed his duties, as might be expected, thoroughly. He is a scion worthy the noble stock he sprang from, and I commend him to your attention.

My secretary, Mr. McKinley, and Acting Ensign H. H. Brownell, were also on the poop, the latter taking notes of the action, a duty which he performed with coolness and accuracy.

Two other acting ensigns of my staff, Mr. Bogart and Mr. Heginbotham, were on duty in the powder division, and, as the reports will show, exhibited zeal and ability. The latter, I regret to add, was severely wounded by a raking shot from the Tennessee when we collided with that vessel, and died a few hours after. Mr. Heginbotham was a young married man, and has left a widow and one child, whom I commend to the kindness of the department.

Lieutenant A. R. Yates, of the Augusta, acted as an additional aid to me on board the Hartford, and was very efficient in the transmission of orders. I have given him the command temporarily of the captured steamer Selma.

The last of my staff, and to whom I would call the attention of the department, is not the least in importance. I mean Pilot Martin Freeman. He has been my great reliance in all difficulties in his line of duty. During the action he was in the main-top piloting the ships into the bay. He was cool and brave throughout, never losing his self-possession. This man was captured early in the war in a fine fishing-smack which he owned, and though he protested that he had no interest in the war, and only asked for the privilege of fishing for the fleet, yet his services were too valuable to the captors as a pilot not to be secured. He was appointed a first-class pilot, and has served us with zeal and fidelity, and has lost his vessel, which went to pieces on Ship island. I commend him to the department.

It gives me pleasure to refer to several officers who volunteered to take any situation where they might be useful, some of whom were on their way north, either by orders of the department or condemned by medical survey. The reports of the different commanders will show how they conducted themselves.

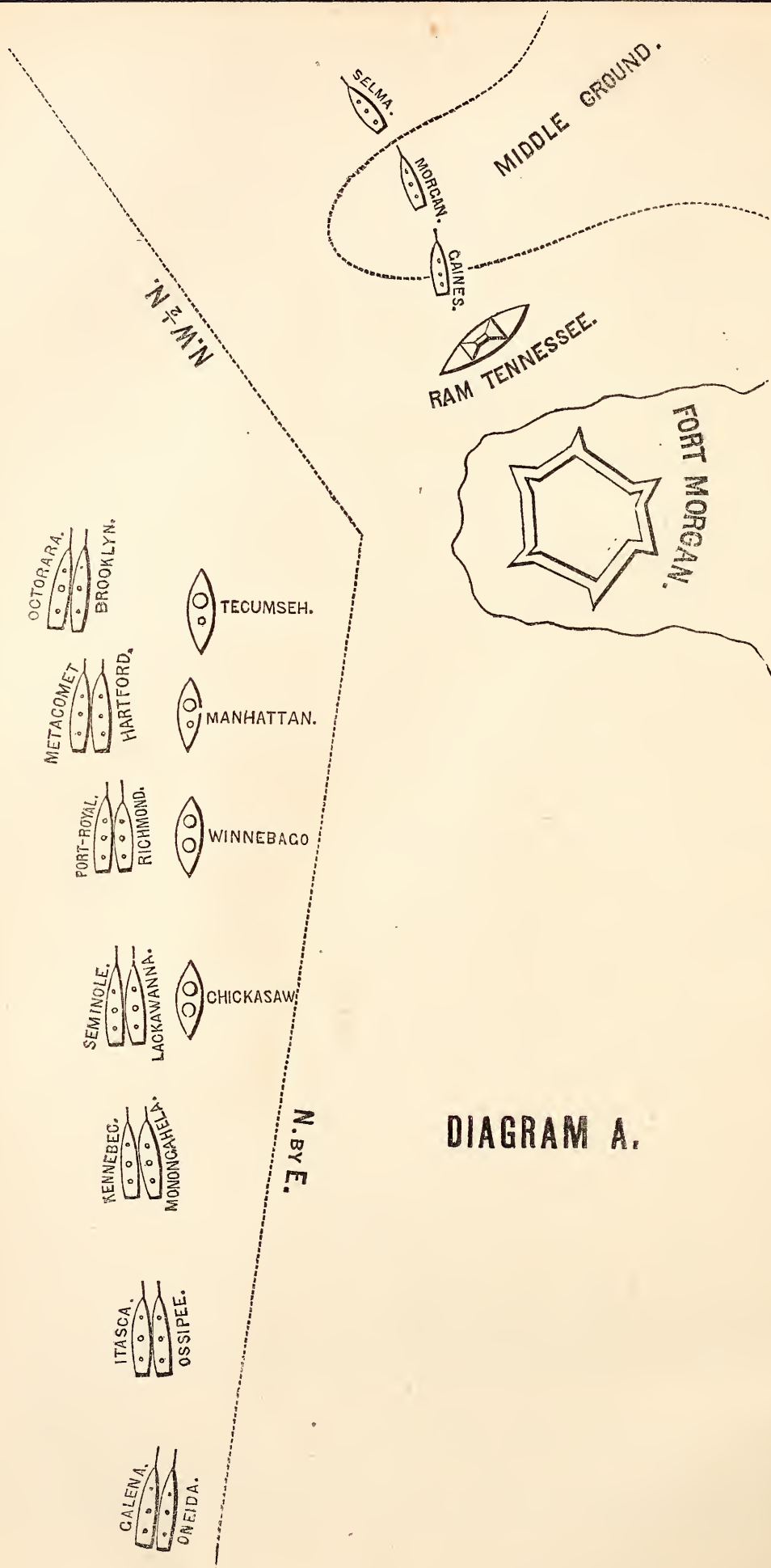
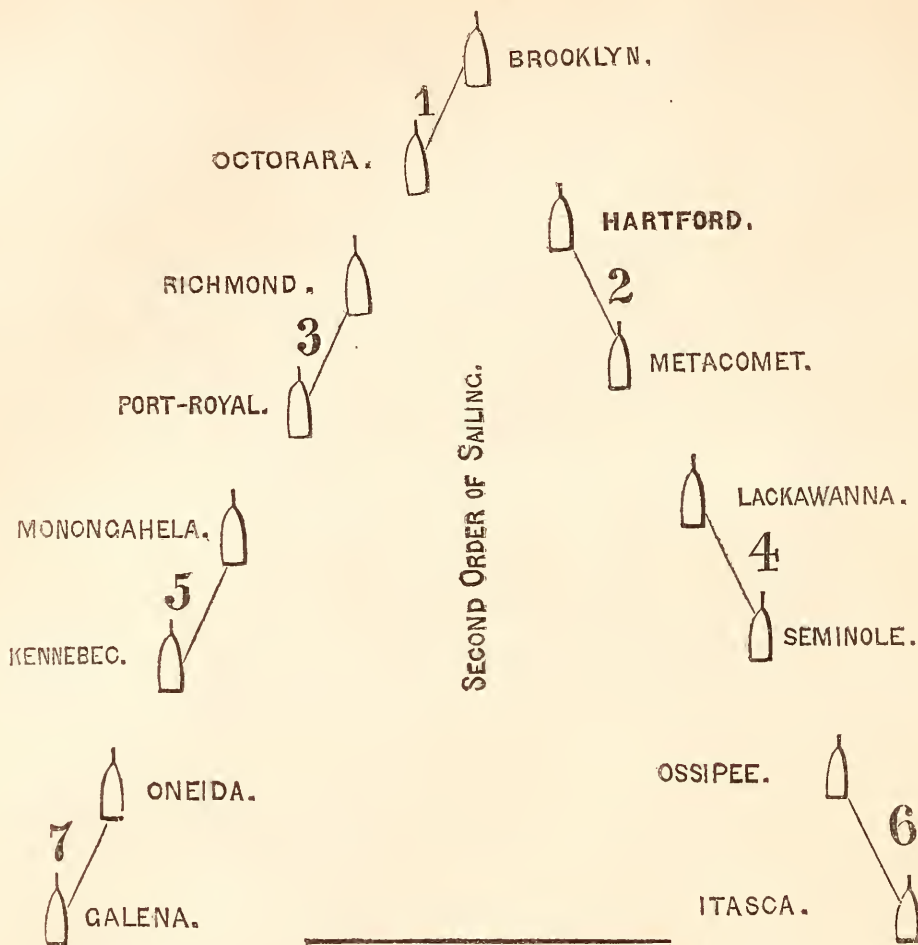


DIAGRAM A.





OCTORARA.

BROOKLYN.

METACOMET

HARTFORD.

PORT-ROYAL.

RICHMOND.

SEMINOLE.

LACKAWANNA.

KENNEBEC.

MONONGAHELA.

ITASCA.

OSIPEE.

GALENA.

ONEIDA.

THIRD ORDER OF SAILING.

I have already mentioned Lieutenant Commander Perkins of the Chickasaw, and Lieutenant Yates of the Augusta. Acting Volunteer Lieutenant William Hamilton, late commanding officer of the Augusta Dinsmore, had been invalidated by medical survey, but he eagerly offered his services on board the iron-clad Chickasaw, having had much experience in our monitors. Acting Volunteer Lieutenant P. Giraud, another experienced officer in iron-clads, asked to go in on one of these vessels, but as they were all well supplied with officers, I permitted him to go in on the Ossipee, under Commander Le Roy. After the action he was given temporary charge of the ram Tennessee.

Before closing this report, there is one other officer of my squadron of whom I feel bound to speak, Captain T. A. Jenkins, of the Richmond, who was formerly my chief of staff, not because of his having held that position, but because he never forgets to do his duty to the government, and takes now the same interest in the fleet as when he stood in that relation to me. He is also the commanding officer of the second division of my squadron, and, as such, has shown ability and the most untiring zeal. He carries out the spirit of one of Lord Collingwood's best sayings: "Not to be afraid of doing too much; those who are, seldom do as much they ought." When in Pensacola he spent days on the bar placing the buoys in the best position, was always looking after the interests of the service, and keeping the vessels from being detained one moment longer in port than was necessary. The gallant Craven told me only the night before the action in which he lost his life: "I regret, admiral, that I have detained you; but had it not been for Captain Jenkins, God knows when I should have been here. When your order came I had not received an ounce of coal."

I feel I should not be doing my duty did I not call the attention of the department to an officer who has performed all his various duties with so much zeal and fidelity.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding W. G. Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

I enclose herewith my General Orders, Nos. 10 and 12, (marked twenty-two and twenty-three,) issued before the action, and General Orders, Nos. 12 and 13, (marked twenty-four and twenty-five,) issued after the engagement.

Letter from Rear-Admiral Farragut to Brigadier General R. L. Page.

FLAG-SHIP HARTFORD, August 5, 1864.

SIR: Admiral Buchanan is severely wounded, having lost his leg. There are, in addition, four or five others of the crew of the Tennessee who require more comfortable quarters than we can give them in the fleet. Will the commanding officer at Fort Morgan permit a vessel to take them to our hospital at Pensacola, with or without our own wounded?—the understanding being that the flag-of-truce vessel takes nothing whatever but the wounded, and brings nothing back that she did not take out, and my honor is given for the above time.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Brigadier General R. L. PAGE,
Commanding Fort Morgan.

Letter from Brigadier General R. L. Page to Rear-Admiral D. G. Farragut.

HEADQUARTERS THIRD BRIGADE, D. G.,

Fort Morgan, Alabama, August 5, 1864.

SIR: Your communication of this date is received. I am much obliged for the information regarding Admiral Buchanan.

Your request, relative to the wounded of the Tennessee, and also those of your own command, being taken to Pensacola, will be permitted under a flag of truce, and to return on the conditions you propose.

I would be glad if Admiral Buchanan, having lost a leg, be permitted, under parole, to go to Mobile, where he can receive earlier and more prompt attention.

If the latter request is granted please inform me, and I will have a boat from town to take him up.

Very respectfully,

R. L. PAGE,

Brigadier General, Commanding.

Rear-Admiral DAVID G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay.

Letter from Rear-Admiral Farragut to Brigadier General R. L. Page.

FLAG-SHIP HARTFORD,

Mobile Bay, August 5, 1864.

SIR: In reply to your note of this date, I would say that it is altogether out of the question that I should permit Admiral Buchanan to be sent to Mobile, but I will send him to Pensacola, where he will receive the same comforts as our own wounded, which I apprehend are as good as they could be at Mobile.

It was simply as an act of humanity that I made the proposition I did to-day. I would be glad to bury my dead on shore; but if there is any objection to it, they can have a sailor's grave in the deep, honored by the heartfelt sighs of their shipmates.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding.

Brigadier General R. L. PAGE,

Commanding Fort Morgan.

Letter from Brigadier General R. L. Page to Rear-Admiral D. G. Farragut.

FORT MORGAN, *August 6, 1864.*

SIR: Your note of the fifth received. There is no objection to your burying your dead on shore. When they arrive near the wharf here, a point will be designated for the burial.

Very respectfully, your obedient servant,

R. L. PAGE,

Brigadier General C. S. A.

Rear-Admiral D. G. FARRAGUT,

Commanding U. S. Naval Forces, Mobile Bay.

Report of Captain Percival Drayton.

FLAG-SHIP HARTFORD,

Mobile Bay, August 6, 1864.

SIR: I have the honor to offer the following report of the part which this vessel took in the action of yesterday:

According to previous arrangement, the Metacomet lashed alongside of us at half past four a. m., and at half past five we got under way, following the Brooklyn, which led the line. After some little delay, which was required to allow of all the vessels getting into position, we moved on in the direction of Fort Morgan, which opened on us at about two miles distance at six minutes past seven. The enemy's fire was at once answered by our bow hundred-pounder rifle, the only gun that could be brought to bear, until about half past seven, when we commenced firing the broadside guns with great rapidity, which was continued as long as they could be of use. About thirty-five minutes past seven I heard the cry that a monitor was sinking, and looking on the starboard bow, saw the turret of the Tecumseh just disappearing under the water, where an instant before I had seen this noble vessel pushing on gallantly in a straight line to attack the enemy's ram Tennessee, which had apparently moved out to give her an opportunity.

As our boats could not be lowered, by your direction one was sent which was towing astern of the Metacomet, the vessel lashed to us.

The rapidity of our fire, together with the smoke, so completely disordered the enemy's aim that we passed the fort with no great injury or loss of life, a shell which came through the side and exploded a little abaft the mainmast, killing and wounding a large portion of number seven gun's crew, being the only one that caused much destruction. As we, however, were getting by the shore batteries, we came directly under the fire of the gunboats Selma, Morgan, and Gaines, and the ram Tennessee, and being only able to direct our fire on one of them at a time, the shots from the others were delivered with great deliberation and consequent effect, a single shot having killed ten and wounded five men at numbers one and two guns.

The Tennessee also followed us for some distance, throwing an occasional shot, but finding that she did not come up, and we being now a mile ahead of the remainder of the fleet, she turned and ran down to them, not wishing, I suppose, to be entirely cut off from Fort Morgan.

At this time, by your order, the Metacomet was cast off and directed to chase the Selma, which, keeping on our bow, had annoyed us excessively with her three stern guns, which we could not answer, owing to our rifle gun-carriage having been destroyed by a shell.

She was just sheering off as the Metacomet was loosed from us, and being followed into shallow water was overtaken and captured by the latter vessel, after an exciting running fight of an hour.

The other two gunboats, the Morgan and Gaines, also got into shallow water, and not being followed by any of our light-draught vessels, escaped to Fort Morgan, where one was run ashore and afterward burned, and the other, the Morgan, got into Mobile during the night by keeping close in shore.

The fight appearing to be now over, we anchored and made signal to the fleet to do the same, supposing that as the Tennessee had got under Fort Morgan she would remain there, when a quarter of an hour later it was reported that she had come out and was steering toward us. I could not, however, believe in such temerity at first, but its truth becoming soon evident, by your order I commenced heaving up the anchor, and should have slipped had it not been for the jamming of a shackle-pin; but the ship was soon under way again, steering for the ram, which we struck with great force, although not on her beam, as

she turned toward us as we approached. After striking we dropped close alongside, and delivered our broadside of solid nine-inch shot with thirteen pounds of powder, at a distance of perhaps not more than eight feet from her side, as I believe, however, from subsequent observation, without doing any injury. The ram at the time had only two guns in broadside.

One missed fire several times, as we could distinctly hear; the shell from the other passed through our berth deck and exploded just inside, killing and wounding a number of men, and the pieces broke through the spar and berth decks, even going through the launch and into the hold where were the wounded.

We then stood off, and were making another circuit to run into the ram again, when in mid career the Lackawanna struck us a little forward of the mizzen-mast, cutting us completely down to within two feet of the water. This caused a detention of perhaps five minutes; but finding that we were not sinking, the ship was, by your order, pointed again for the ram, and we were going for her at full speed, when it was observed that a white flag was flying.

This ended the action, and at ten minutes past ten we had again anchored at about four miles distant from Fort Morgan. I have now only to speak of the officers and crew.

To Lieutenant Commander Kimberly, the executive officer, I am indebted, not only for the fine example of coolness and self-possession which he set to those around him, but also for the excellent condition to which he had brought everything belonging to the fighting department of the ship, in consequence of which there was no confusion anywhere, even when, from the terrible slaughter at some of the guns, it might have been looked for.

All did their duty, but I cannot but mention Lieutenants Tyson and Adams and Ensign Whiting, to whose example and exertions it was in great measure owing, no doubt, that the great loss of some of the guns was not followed by confusion or delay in repairing damages. Acting Master's Mate Tinelli, who took charge of the third division after Lieutenant Adams was wounded, is spoken of to me very highly. Acting Assistant Engineer McEwan is also strongly noticed in the report of Chief Engineer Williamson. He lost his right arm while busily employed on the berth deck, where he was stationed, in assisting and comforting the wounded. He is spoken of by his superiors as most competent to fill the position of third assistant engineer in the regular service, for which I would beg you to recommend him to the Hon. Secretary of the Navy.

The last shell fired at us (that from the ram) killed my clerk, Ensign W. H. Heginbotham. Although this was the first time he had been in action, nothing, I am told, could exceed the coolness and zeal with which he performed his duties in the powder division, and I feel his loss most seriously, as his general intelligence and many amiable qualities had made him almost necessary to me.

I must also thank Lieutenant A. B. Yates, a volunteer from the United States steamship Augusta, who acted as an aid both to you and myself, and was to me most useful.

The two after-guns were entirely manned by marines, who, under the direction of Captain Charles Heywood, performed most efficient service.

Thanks to the unremitting supervision of Chief Engineer Williamson, all had been so thoroughly prepared in his department that nothing was required of the engines during the day which they could not perfectly perform.

The devoted attention of Fleet Surgeon Palmer, Surgeon Lansdale, and Assistant Surgeon Commons to our wounded was beyond praise, and it was owing to their skill and untiring exertions that the large number of des-

perately wounded were prepared by eight o'clock in the evening for removal to the hospital at Pensacola, for which place they left at daylight on the following morning in the Metacomet, under a flag of truce.

Boatswain Dixon was nearly knocked overboard by a splinter, but absented himself from the deck only long enough to have his wounds dressed, when he returned to his duties.

Acting Master's Mate Herrick, while superintending the passage of powder and shell on the berth deck, was very seriously wounded by a piece of shell which entirely disabled him at the time, and may, I am afraid, prove very serious. Up to this time his conduct and bearing are spoken of by the commanding officer of the division in the highest praise.

I must also thank Lieutenant Watson, your flag-lieutenant, who, besides attending most faithfully to the signals, found time to assist me on several occasions when it was important to give directions, in detail, about the firing.

Of the crew I can scarcely say too much. They were, most of them, persons who had never been in action, and yet I cannot bear of a case where any one attempted to leave his quarters, or showed anything but the sternest determination to fight it out. There might, perhaps, have been a little excuse had such a disposition been exhibited, when it is considered that a great part of four guns' crews were at different times swept away almost entirely by as many shells. In every case, however, the killed and wounded were quietly removed; the injury at the guns made good, and in a few moments, except from the traces of blood, nothing could lead one to suppose that anything out of the ordinary routine had happened.

In conclusion, I request that you will recommend to the honorable Secretary of the Navy, for the medal of honor, the men whose names accompany this in a separate report. They well deserve the distinction.

Very respectfully,

P. DRAYTON, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

With this report I enclose those of the executive officer, the officers of divisions, and of the gunner, carpenter, and sailmaker, and I beg leave to heartily indorse all that is said in them about the officers and men of their respective commands.

I would also beg leave to say, that although there was very considerable loss of life in the powder division, thanks to the good arrangements and example of Ensign Dana, who was in charge of it, there was no confusion. He was also greatly assisted in the after part of the division by Sailmaker T. C. Herbert, whose example tended much to give confidence to those around him; he is a most deserving officer. Gunner J. L. Staples and Carpenter George E. Burcham also deserve notice for their strict attention to duty.

Very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: Agreeably to your order, I submit the following reports of the passage of this ship by Forts Morgan and Gaines, and our engagement with the

ram Tennessee, (iron-clad,) and with the gunboats Selma, Gaines, and Morgan.

On the morning of the fifth, called all hands at three a. m., stowed hammocks, and gave the people an early breakfast, hove into twenty fathoms of chain, and prepared to receive the United States steamer Metacomet alongside. At daylight the Metacomet came on our port side and made fast, our battery on that side, having been run in for that purpose.

Hove up our anchor, and at forty minutes past five a. m. stood in to take our position astern of the Brooklyn, which ship was slowly standing in for the bar, followed by the Hartford. Lashed our anchors to the bows, and secured the chains with extra stoppers, beat to quarters, and cleared ship for action. A few minutes after seven o'clock Fort Morgan opened upon us, and continued firing until the fleet had passed.

We commenced and continued to fire with our starboard hundred-pounder Parrott on the topgallant forecastle, until our starboard broadside could bear, which was not, however, until we got nearly abreast of the fort, when we opened with our twelve nine-inch guns loaded with ten-second shell. We now fired rapidly, and as we approached used five-second shell and shrapnell, with fuzes cut at two seconds, which had the effect to drive the enemy from their water batteries and parapet guns whilst we were abreast of the fort. The Brooklyn now having stopped and commenced backing, the Hartford went ahead and led the fleet until we anchored up the bay.

After passing the Brooklyn, the rebel ram and gunboats paid their individual attention to this ship, taking position ahead and on our starboard bow, and with their heavy guns raking us, we not being able to bring any guns to bear on them except those mounted on the topgallant forecastle. We continued, however, to advance, they preserving their position until we got some distance from Fort Morgan, when the rebel ram went back to attack our ships astern. The three gunboats, however, still stuck by us. We had now so altered our course as to bring them to bear on our starboard bow and beam, and opened on them with the starboard broadside; we now were on a footing with them, and delivered our fire with effect on all three, they edging off and increasing their distance, but still keeping up a hot fire, from which we suffered very much. This part of the action had now lasted some thirty minutes, most of the time their fire raking us, cutting down our men at the guns fearfully, and damaging gun-carriages and material, when the Metacomet cast off and pursued. The enemy by this time having been pretty well handled, hauled off, separated—the Gaines and Morgan making for the fort, and the Selma falling a prize to the Metacomet. Our ships now having come up, we steamed up the bay and anchored with fifteen fathoms of chain in three and a quarter fathoms of water, when the ram was seen approaching; hove up our anchor, went to quarters, and stood down for the enemy; endeavoring to strike her, but our anchor hanging from the hawse-pipe sheered us off from the ram, so that the ships passed, the port sides grazing each other; depressed our port guns and fired with thirteen pounds of powder and solid shot. After passing, put our helm hard a-starboard, to come around for another but, the ship, however, making a larger circle in getting around; approached near to our own ships that were bound down for the rebel ram; one of them, the Lackawanna, struck us on the starboard side abaft the main chains, knocking two of our ports into one, capsized a nine-inch gun, carried away the gig and davits and starboard M. S. M. backstays, also cutting us down to within two feet of the water. We cleared, and stood down for the ram, which had turned and was running away without a smoke-stack, followed by our iron-clads, the Ossipee and other ships. When we were nearly up to the enemy she hoisted the white flag and surrendered; this ship turned back a short distance and anchored.

The conduct of the crew was splendid, and their enthusiasm was unbounded, notwithstanding the raking fire that we suffered. When men fell, others filled

the gaps, until almost two entire crews had been swept away. Nothing could be more noble than the spirit displayed by our wounded and dying, who cheered and smiled in their agony, seemingly contented at the sacrifice of their lives for the victory vouchsafed to their country. Such men are our heroes.

The officers, one and all, did their whole duty, and, in a measure, to their exertions and example may be attributed the unflinching conduct of those they so well instructed, drilled, and commanded. Conspicuous was Ensign Whiting, who worked the forecastle guns under the most trying circumstances and under the most scathing fire. Mr. Dixon, our boatswain; William McEwan, acting assistant engineer; Mr. Herrick, acting master's mate; Acting Ensigns Bogart and Heginbotham, deserve praise for their coolness and assistance in the powder division, which was at one time a perfect slaughter-house.

Lieutenant Yates, of the United States steamer *Augusta*, and Acting Ensign Marthon, of the United States steamer *Tennessee*, who volunteered for the fight, also deserve praise for their very valuable services.

Appended are the reports of the divisional officers, whose mention of particular acts of men under their immediate command will enable you to recommend the men mentioned to notice; also the reports of the several officers in charge of the different departments, and of the damages sustained therein.

Very respectfully,

L. A. KIMBERLY,

Lieutenant Commander and Executive Officer.

Captain P. DRAYTON,

Commanding United States Steamer Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the conduct of the officers and men in the first division during the engagement of yesterday:

Acting Ensign W. H. Whiting, in charge of the forecastle guns, deserves special mention for his gallantry in serving and working both one-hundred-pounder rifles under the most trying circumstances.

The three captains of guns, Henry Clark, Peter W. Stanley, and William H. Wright, displayed an amount of courage and coolness which I have rarely seen equalled. But the two men of whom I wish particularly to speak are Charles Melville and Thomas Fitzpatrick. A rifle shell burst between the two forward nine-inch guns, killing and wounding fifteen men. Charles Melville was among the wounded, and was taken down with the rest to the surgeon, but came on deck almost immediately, and although scarcely able to stand, refused to go below, and worked at the gun during the remainder of the action. Thomas Fitzpatrick, captain of No. 1 gun, was struck several times in the face by splinters, and had his gun disabled by a shell. In a few minutes he had his gun in working order again, with new truck, breeching, side-tackle, &c., his wounded below, the dead clear, and was fighting his gun as before, setting a splendid example to the remainder of his crew. His conduct came particularly under my notice, and during the entire action was distinguished for coolness and bravery.

The first division had thirteen killed and ten wounded.

Very respectfully, your obedient servant,

HERBERT B. TYSON,

Lieutenant, Commanding First Division.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the conduct of the second division during the engagement of yesterday, the 5th, with Fort Morgan and the rebel gunboats and ram Tennessee. But a few moments elapsed after the drum beat to quarters before every man was at his station, the guns cast loose, and ready for action. Every man seemed determined to do his duty, which he did faithfully, not a man shrinking. Where all did their duty so well, it is hard to discriminate; still it gives me pleasure to mention a few who were the most conspicuous.

Acting Master's Mate William H. Childs displayed great courage in assisting me in the division; the captains of the guns, Charles Lake, cockswain; Joseph Perry, quartermaster; James Smith, captain mizzen-top; the second captains, James Bennett, seaman; Owen Holland, second captain mizzen-top; and Samuel McFall, captain after-guard, showed an example of coolness, energy, and bravery which stimulated those less brave than themselves, and reflected credit upon themselves. The loaders and spongers, Beonth Diggings, ordinary seaman, Augustus Pauly, seaman, Charles Davidson, captain forecandle, Henry Wright, ordinary seaman, and Robert Emerson, landsman, did nobly, and I am proud to have such men under my command; the quarter-gunner, David Morrow, was killed. The battery constituting the second division is in perfect order—not a gun injured.

I am, respectfully, your obedient servant,

GEORGE MUNDY,

Acting Volunteer Lieutenant, Comd'g Second Division.

Lieut. Commander L. A. KIMBERLY,

Executive Officer U. S. Flag-Ship Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the following report of the conduct of the officers and men of the third division during the engagement of yesterday with Fort Morgan, the rebel gunboats, and the ram.

When the drum beat to quarters every man was at his station instantly and the guns cleared for action. We were unable to bring our guns to bear until nearly abreast of the fort. We then fired with ten-inch shell and forty degrees of elevation. The fire was kept up with great rapidity, using five-inch shell and decreasing the elevation as we neared the fort. When abreast of it two rounds of shrapnell cut for two-inch were fired by us. As we passed ahead of the Brooklyn two shell struck by No. 7 gun, disabling the crew; but one man escaped uninjured on the right side of that gun. Another shell followed in a few seconds, wounding the captain of No. 7, three men at No. 8, and myself. Four men were killed and nine wounded in all, and by those three shell. The gun captains behaved splendidly—Forbes, Ingersoll, Pinto. Wm. E. Stanley, shellman of No. 8 gun, continued to pass shell after being wounded, till compelled by loss of blood to go below; he deserves especial mention. Every man did his duty in the most gallant manner. I am proud to have had command of so brave a set of men. Acting Master's Mate J. J. Tinelli I cannot fail to mention. He behaved with great gallantry, encouraging the men by his example, and served the guns of the division with great spirit against the rebel gunboats and ram after I was sent below.

I am, sir, very respectfully, your obedient servant,

LA RUE P. ADAMS,

Lieutenant, Commanding Third Division.

Lieut. Commander L. A. KIMBERLY,

Executive Officer, Commanding Flag-Ship Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit to you a report of the conduct of the officers and men of the master's division during the engagement yesterday with Fort Morgan, the rebel gunboats, and the ram Tennessee. I have great pleasure in mentioning Acting Master's Mate G. R. Avery, who assisted in covering the ship during the entire action, for the great coolness he displayed in his, a responsible, position. John McFarland, captain forecastle, James Wood, quartermaster, Joseph Cassier, seaman, and James Reddington, landsman, deserve especial mention for their marked composure. They were at the wheel, and obeyed every order promptly and correctly. Henry Williams, boatswain's mate, served the twelve-pounder howitzer in the maintop with courage and great judgment. I had not the power of witnessing the conduct of the remaining men of this division, namely, those of the signal corps and carpenter's gang, but from the officers commanding those departments I have learned that one and all deserve the greatest praise.

Respectfully submitted.

GEORGE B. GLIDDEN,
Ensign, Commanding Master's Division.

Lieut. Commander L. A. KIMBERLY,
Executive Officer, Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I submit the following report of the conduct of the officers and men of the powder division during the engagement of the fifth.

Acting Ensign Bogart exhibited much coolness and presence of mind.

Acting Master's Mate R. P. Herrick deserves especial mention, for until seriously wounded he performed his duties with great coolness and spirit. Acting Ensign W. H. Heginbotham also deserves special mention for his coolness and bravery. He performed his duties in the most exemplary manner until he received his death-wound.

The few men I had on deck passing powder acted with great coolness, and at no time were there any signs of shrinking or fear. Nelson, (ship's cook,) John Wallington, (landsman,) and Mellage, (paymaster's steward,) deserve special mention.

Seven of the forward part of the division were wounded and three of them killed; most of the wounds were mortal.

I am, sir, very respectfully, your obedient servant,

WILLIAM STARR DANA,
In charge of Powder Division.

Lieut. Commander L. A. KIMBERLY,
United States Flag-Ship Hartford.

In addition to the above, I would call attention to the conduct of Sailmaker T. C. Herbert, whose conduct and cool courage is spoken of as most remarkable.

P. DRAYTON, *Captain.*

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: The conduct of the officers and men belonging to the engineer's department was characterized by coolness and energy during the engagement of yes-

terday. Their duties were performed as if nothing extraordinary was going on.

Acting Third Assistant Engineer William G. McEwan deserves special mention for the prompt and efficient manner in which he attended to getting the wounded below, near his station at the berth-deck hose, and he continued to do so until near the close of the action, when he lost his right arm.

The following men deserve to be noticed :

Thomas Walkley, first class fireman, for his coolness and attention to duties, although frequently covered with splinters.

James R. Garrison, coal-heaver, had his great toe shot off, but dressed his wound himself and then returned to his station, where he remained until badly wounded in the chest.

Thomas O'Connel was sick and hardly able to work, but went to his station and remained until his right hand was shot away.

William Caffrey, second class fireman, and Joseph Fallen, second class fireman, were inclined to skulk, and required to be compelled to assist the wounded.

The loss in the engineer's department was three men killed and three men wounded.

I am, respectfully, your obedient servant,

THOMAS WILLIAMSON,
Chief Engineer, U. S. Navy.

Lieut. Commander L. A. KIMBERLY,
Executive Officer, U. S. Flag-Ship Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR : I respectfully beg leave to report the damage received by this ship in the hull, spars, &c., during the action of August 5, 1864, with the rebel Fort Morgan, the water batteries, rebel ram Tennessee, and rebel fleet, namely :

No. 1. Solid shot cut through starboard head-rail, starboard bow-chock, and crushed side-tackle block of port rifle gun on forecastle.

No. 2. Shell came over starboard bow, struck axletree, fore-transom, and truck of port rifle on forecastle, and started bow-chock, head-rail, and water-rail.

No. 3. Shell cut through starboard lower boom, hammock rail and netting, cut main topmast-stay half, then struck after part of foremast two feet above the partner's scoring, scarring starboard side of mast and piercing galley-funnel, where it exploded.

No. 4. Shell struck the forward part of No. 2 gun port, cutting away top timber, bulwarks, and port sill, struck starboard sheet cable-bit, crushing the iron plating and collar, then exploded, scarring the deck between Nos. 1, 2 and 3 guns.

No. 5. Shell struck outer planking six inches above the water-line between Nos. 2 and 3 guns, cut through timbers, ceiling, and water-way on berth deck, struck foremast, scored in the depth of five inches eighteen inches below the spar-deck partners, carrying away after part of port sheet cable-bits, part of spar-deck beam and knee on port side, and after diagonal knee and fastening started.

No. 6. Shell struck starboard chain armor two feet below the gunwale, between Nos. 5 and 6 guns, cut through outer plank and timber and lodged in deck knee.

No. 7. Solid shot struck chain armor, cut through armor, pierced outer plank and timber, and lodged in spar-deck beam.

No. 8. Solid shot struck starboard chain armor four inches above the water-line, under No. 6 gun, cut through armor, pierced outer planking, and lodged in timber

No. 9. Struck chain armor on the water-line between Nos. 8 and 9 guns, cut through armor, and pierced the outer plank.

No. 10. Two hundred-pound rifle shell struck aft of the armor, two feet above the water-line, under No. 9 gun, pierced outer plank, crushing four timbers and two streaks of ceiling, breaking down the fore-and-aft bulkhead of the starboard steerage, cutting in two the between-deck stanchion under wardroom hatch beam, passed into the chief engineer's room on the port side of wardroom, and dropped on a lounge without exploding.

No. 11. Solid shot struck gunwale streak, between Nos. 8 and 9 guns, pierced through gunwale, top timber, and bulwarks, struck capstan, crushing the pawls, casting, and gear, splitting engine-room, hatch combing, and capstan bed.

No. 12. Struck the spare spars in the main chains, breaking in two the main and mizzen topgallant and mizzen royal yards, crushed through the main rail and hammock netting, passed over to the port side, and went through bulwarks, top timbers, outer planks, and sentry board abaft the port gangway.

No. 13. Shell passed over between fore and main mast, struck inner hammock rail on port side, cut through netting and outer hammock rail, breaking a hole in third cutter.

No. 14. Shell—150-pounder—fired from the ram Tennessee while alongside, the muzzles of her guns touching our port side; the shell struck the outer planking on the port side, pierced through the timbers and ceiling inside, exploded on the berth deck, fragments of the shell going through the streaks of plank on the spar deck, through the launch, first and second cutters; portions of the shell also went through the deck plank and hatches on the berth deck, and dropped into the hold, scarring spar deck beams and deck frame below fore and main hatches from port side to starboard.

No. 15. Shell struck grub beam on forecastle, crushed the upper edge, and glanced overboard.

No. 16. Conical shot or shell struck the band on starboard side of mainmast eighteen feet from the partners, pierced through the mast band, and buried its length in the mast.

No. 17. Shot struck the forward starboard quarter of the mainmast sixteen feet above the partners, scoring one and a half inch.

No. 18. Shell struck collar of fore-stay, shattering trussle-tree, forward lower cross-tree, heel of fore-topmast, and lodged in forward nut of trussle-tree.

No. 19. Shell struck port side of main top, crushed a hole in deck of top, and glanced overboard.

No. 20. Shot through smoke-pipe.

In the collision with the rebel ram the port-head pump was crushed in two feet below the water-line. The copper on the stem and port bow was peeled off by the iron plating of the ram.

The ship received considerable damage by being run into by the Lackawanna. She crushed in the after part of the main channel, broke two of the main chains and spar crane with the spars that were stowed, namely, spare main and mizzen topgallant and mizzen royal yards, the main rail, hammock rails, netting, bulwarks, top timbers, outer planking; timbers and ceiling, from gunwale down to two feet of the water-line, were crushed in and broken on the starboard side, abaft the main rigging, from the after side of No 10 gun port to the forward side of No. 11 gun port. The deck knees, diagonal and hanging, are broken, the iron diagonal braces are badly bent in-board, the spar deck beams and deck plank moved to starboard; abreast of the fracture the water-way is cut in two. It is necessary to calk a large portion of the quarter deck. The gig-davits were broken; also her keel and planking.

Very respectfully, your obedient servant,

GEORGE E. BURCHAM, *Carpenter.*

Captain P. DRAYTON,

Commanding United States Steamer Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: In obedience to your order of the sixth instant, I respectfully submit the following report of damages to the rigging of this ship during an engagement with the enemy in Mobile bay, August 5, 1864, namely:

After-shroud of fore rigging shot away, and one collar of the fore stay shot away; also the lower boom topping lift and fall and port fore brace; also port and starboard jib sheets; also port and starboard fore-topsail braces; main topmast-stay stranded; also main topmast staysail halliards and main topsail halliards and starboard after main topmast backstay stranded and main lift shot away; also port and starboard cross-jack braces shot away, and two starboard main topmast backstay screws carried away.

Very respectfully,

ROBERT DIXON,
Boatswain, United States Navy.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: In obedience to orders, I respectfully report the damage sustained in the gunner's department of this ship and the amount of ammunition expended in the action on the fifth of August with the rebel forts and fleet to be as follows, namely:

The port 100-pounder rifle gun-carriage struck twice and completely shattered; No. 19 gun-carriage, starboard side, struck by shell, splintering right bracket, breaking bracket bolt, and knocking rear dumb-truck out of place; No. 29 gun-carriage, starboard side, scarred by shell bursting and having port truck broken to pieces; No. 10 nine-inch gun-carriage injured by being upset when in collision with Lackawanna; three roller handspikes broken, and four ordinary handspikes broken, three nine-inch gun-tackles carried away, one 100-pounder rifle side-tackle block shattered, one 100-pounder breeching and one nine-inch breeching cut with shot, one nine-inch bristle sponge shot away, two rammers, nine-inch, broken.

Number of rounds expended in action.

POWDER.

Ninety-five charges, thirteen pounds, nine-inch, or one thousand two hundred and thirty-five pounds of powder.

Ninety-two charges, ten pounds, nine-inch, or nine hundred and twenty pounds of powder.

Twenty-seven charges, ten pounds, 100-pounder rifle, or two hundred and seventy pounds of powder.

SHELL.

Seventy-seven shell, five second, nine-inch.

Fifty-five shell, ten second, nine-inch.

Eighteen shell, 100-pounder rifle, concussion.

Three shell, 100-pounder rifle Parrott, percussion.

Seven shell, twelve-pounder heavy howitzer.

Six shell, twelve-pounder light howitzer.

SHRAPNELL.

Nine shrapnell, nine-inch.

SOLID SHOT.

Thirty-three shot, nine-inch.

Six shot, 100-pounder rifle, chilled ends.

Very respectfully,

JOHN L. STAPLES,
Gunner, United States Navy.

Report of Captain T. A. Jenkins.

UNITED STATES STEAMSHIP RICHMOND,
Mobile Bay, August 5, 1864.

SIR: It is my agreeable duty to report that the officers and crew of this ship have, without exception, shown an unsurpassed zeal in preparing this ship for battle, and a coolness and courage in conflict with the enemy, that has won my admiration and thanks.

I have the honor to be, very respectfully, your obedient servant,
THORNTON A. JENKINS, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Com'dg W. G. B. Squadron, Flag-Ship Hartford, Mobile Bay.

UNITED STATES STEAMER RICHMOND,
Mobile Bay, August 5, 1864.

SIR: I have the honor and very great pleasure to report that in the action this forenoon with the batteries at Fort Morgan and the rebel ram Tennessee this ship has received no serious damage, and there were no persons killed. Two men were wounded, but not seriously, and the ship struck a number of times in the hull and rigging.

I am, very respectfully, your obedient servant,
THORNTON A. JENKINS, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Com'dg W. G. B. Squadron, Flag-Ship Hartford.

UNITED STATES STEAMSHIP RICHMOND,
Mobile Bay, August 8, 1864.

SIR: I have the honor respectfully to submit the following report of the ammunition expended in the attack on the morning of the fifteenth instant upon Fort Morgan and its water batteries, and subsequently upon rebel iron-clad casemated steamer Tennessee, namely: In approaching toward and steaming from Fort Morgan and batteries—

(40) Forty ten-second fuze nine-inch shell.

(30) Thirty fifteen-second fuze nine-inch shell.

ABREAST OF THE FORT AND BATTERIES.

- 60 nine-inch shell with five-second fuzes.
- 16 one-hundred pounder rifle concussion shell.
- 9 one-hundred pounder solid shot.
- 14 thirty-pounder concussion shell.
- 2 thirty-pounder solid shot.
- 5 twelve-pounder howitzers (heavy) shell from maintop into the water battery.
- 10 twelve-pounder howitzer (light) shell from foretop into the water battery.
- 4 twelve-pounder howitzer (light) shrapnell from foretop into the water battery.

IRON-CLAD TENNESSEE.

- 1 nine-inch solid shot, with thirteen-pound charge, fired at the rebel iron-clad Tennessee, at the distance of about four hundred yards.
- 32 solid shot, with thirteen-pound charge, fired at the rebel iron-clad Tennessee, at distances varying from fifty to two hundred yards, and embracing a period of about twenty minutes' time.
- 155 ten-pound charges, expended for nine-inch and one-hundred pounder rifle guns.
- 30 three and a quarter pound charges for thirty-pounder rifle.
- 33 thirteen-pound charges.

The exact number of rifled musket-shots fired into the Tennessee's ports is not known.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS, *Captain.*

Rear-Admiral D. G. FARRAGUT,

Commander-in-Chief W. G. Squadron.

Report of Captain J. B. Marchand.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 5, 1864.

SIR : I have the honor to report that about sunrise to-day this ship was gotten under way, and the Seminole lashed on the port side. Our position being in the centre of the line of battle, we crossed the bar, and following close on the leading vessels, stood up the channel, and as soon as our guns could be brought to bear, a fire was opened on Fort Morgan with shells, and continued until passing it, when the Seminole was cast off.

Soon after the fleet had passed the middle ground, the rebel iron-clad Tennessee commenced approaching with the design of attacking our vessels, and in obedience to your signal, I started under the heaviest headway to run her down, and succeeded in striking her at right angles at the after-end of the casemate.

The concussion was great, but the effect on her was only a heavy list, whilst our stern was cut and crushed to the plank ends for a distance of three feet above the water's edge to five feet below, and causing a considerable leak in forward storeroom and peak. Fortunately our yards and topmasts were down, otherwise they, in all probability, would have been carried away by the concussion, which caused the ship to rebound and the stern of the Tennessee to recede. Some panic must have existed on board the enemy, as they fired but two guns through our bows. After striking, the two swung head and stern alongside of

each other, and as our guns have been pivoted for the opposite side, we succeeded in discharging but one nine-inch shell, that struck one of the enemy's port shutters, which was distant about twelve feet, destroying it, and driving some of the fragments into her casemate. A few of the enemy were seen through their ports, who were using most opprobrious language. Our marines opened upon them with muskets; even a spittoon and a holy-stone were thrown at them from our deck, which drove them away. Upon separating from the Tennessee, our helm was put hard over to make another attempt at running the enemy down, but our great length, and the shallowness of the water, caused us to turn so slowly that we had not got round until again amongst our fleet, and, unfortunately, we collided with the flag-ship, which was running toward the Tennessee, although every exertion was used to prevent it by backing. By this accident two of the quarter-deck ports of the Hartford were knocked into one, without this ship sustaining any injury. After the collision with the flag-ship, I again started to run down the Tennessee, but, whilst still at a distance, she surrendered to our fleet.

Our loss throughout the day was four killed and thirty-five wounded.

Herewith I send the reports of the surgeon, engineer, and board of officers on the injuries and expenditures.

Under no circumstances could more coolness and bravery have been shown by the crew.

I cannot express my deep feeling for the undaunted courage and aid given me by all the officers.

Second Lieutenant Hiram Adams, of the army signal corps, with two assistants, were on board, and great credit is due them for their promptness in transmitting signals.

Very respectfully, your obedient servant,

J. B. MARCHAND, *Captain.*

Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 7, 1864.

SIR: In the report made of the part taken by the Lackawanna in passing the forts and entering Mobile bay, on the fifth instant, I inadvertently omitted to state that Commander Edward Donaldson, commanding the Seminole, which was lashed alongside of this ship, rendered most efficient service by his coolness and judgment in piloting both vessels until passing Fort Morgan, the regular pilot being sick.

My additional thanks are due him and all his officers and men for volunteering to aid in manning the guns of the Lackawanna, and the continuous fire which they kept up whilst their guns could bear upon the enemy.

Very respectfully, your obedient servant,

J. B. MARCHAND, *Captain.*

Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 6, 1864.

SIR: In obedience to your order of the fifth instant, we, the undersigned have held a strict and careful survey on this ship, and find the damages here with stated to have resulted from the action of the fifth instant.

That there are five shot-soles through hull of ship, two of which are eighteen inches above water-line, and damages resulting therefrom are as follows: timber, planking, and ceiling badly cut up; spirketing in wake of fore-rigging, and on each side of ship, shot away; port forward hammock netting-rail shot away, and panel-work much injured; port sheet cable-bit splintered the entire length, and iron casing completely shattered; two stanchions of fore fife-rail entirely shot away, also a quarter of foremast and after-part, and eighteen inches above deck; water-closets and bulkheads broken down; several hatch gratings much injured, and port swinging boom broken in two.

Between decks we find stanchion, two carlings, hanging knee, water-pipe connecting with condenser, and jackstay shot away; several spar-deck beams, coal shoot, starboard sheet cable-bit, bulkheads and doors to fire-room, and forward officers' quarters badly injured with fragments of shell; dispensary very much shattered; berth-deck ladder and two awning stanchions (the latter being placed below for security) broken in two; berth-deck planking, directly forward of galley and under platform, also much injured with fragments of shell.

The damages sustained by running down the rebel iron-clad ram Tennessee are as follows:

The head and cutwater badly injured; the stem, for distance of eighteen feet, and up to wood ends, completely gone; that portion of it comprised between the water-line and draught-mark eight forced in, causing the planking for distance of several feet to be wrenched from fastening, the ends of which, exposed considerably, and leaving that portion of the bow in a much exposed condition. Not having the means for examining below the draught-mark eight, we are therefore unable to arrive at the extent of injury received below that mark.

We also find the rigging damaged to the following extent: bobstays and port bowsprit shroud carried away; main-stay, after-shroud of port fore rigging and screw, boat davit and spanker boom topping lifts, and two nine-inch double blocks shot away.

Very respectfully, your obedient servants,

FELIX McCURLEY,

Acting Master.

JOHN H. ALLEN,

Acting Master.

THOMAS KELLY,

Acting Boatswain.

FRANCIS A. STANLEY,

Acting Carpenter's Mate.

Captain J. B. MARCHAND,

Commanding U. S. Steamship Lackawanna.

UNITED STATES STEAMSHIP LACKAWANNA,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report that the engines, boilers, and appurtenances thereto of this ship are apparently in good working order, though derangements may subsequently become visible, of which we have now no knowledge.

The severe concussion, consequent upon the heavy blow dealt the rebel ram Tennessee by this vessel, under full headway, may have thrown the engines out of line, or strained the boilers and braces.

Our bunkers being full of coal, we cannot of course speak decidedly with reference to the staying of the boilers.

Very respectfully,

JAMES W. WHITTAKER,

First Assistant Engineer.

Captain J. B. MARCHAND, *Commanding U. S. Steamship Lackawanna.*

UNITED STATES STEAMSHIP LACKAWANNA,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order of the fifth instant, we have held a strict and careful survey of the amount of ordnance stores used and injured in passing the forts, and beg leave to submit the following report:

We find the rear hurter, strap, band, and tackle-blocks of Parrott's one hundred and fifty pounder rifle, (number twelve,) carried away by a shot entering starboard bow, and the following amount of ordnance, equipment, and stores:

Twenty twenty-pound charges of powder, twelve sixteen-pound charges of powder, twenty-eight fifteen-pound charges of powder, three thirteen-pound charges of powder, twenty-nine ten-pound charges of powder, thirteen four-pound charges of powder, eight boarding pikes, four cutlass scabbards, three battle-axe scabbards, two division boxes, six waist belts, four Enfield rifle bayonets, six Enfield rifles, two navy revolvers, four percussion primer boxes, (tin,) three battle-axes, four brass padlocks, three percussion-cap boxes, (tin,) two pistol frogs, forty musket-ball cartridges, eleven eleven-inch solid shot, one hundred and twenty percussion primers, nine nine-inch solid shot, thirty Enfield rifle-ball cartridges, five one hundred and fifty pounder Parrott solid shot, (long,) seventy revolver percussion caps, thirty-seven eleven-inch shell, filled, and fuzed five seconds; twenty friction primers, twenty-three nine-inch shell, filled, and fuzed five seconds; sixty pistol-ball cartridges, seven one hundred and fifty pounder Parrott shell, filled, and fuzed five seconds; thirteen fifty-pounder Hotchkiss shell, filled, and fuzed five seconds; two cutlasses, (Ames,) two hundred musket percussion caps, three cutlass scabbards, seven Parrott rings for time fuzes; seven metal time fuzes, five seconds; six eleven-inch selvagee wads, eight nine-inch selvagee wads, two nine-inch passing boxes.

Very respectfully, your obedient servants,

S. A. McCARTY,
Lieutenant, United States Navy.
 G. H. WADLEIGH,
Ensign.
 JOHN G. FOSTER,
Gunner, United States Navy.

Captain J. B. MARCHAND,
Commanding United States Ship Lackawanna.

Report of Captain James Alden.

UNITED STATES SHIP BROOKLYN,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the following report of the part that this ship took in the action of yesterday with Fort Morgan and the rebel ram and gunboats.

In accordance with your instructions and by signal, at fifteen minutes past five we got under way, with the Octorara lashed on our port side, and proceeded towards the bar of Mobile entrance. After some little delay in waiting for the ships to form into line, and for the iron-clads to precede us, we steamed ahead and passed up the channel toward Fort Morgan, being the leading ship, closely followed by the admiral and the rest of the fleet in line of battle. At fifteen minutes past six, when about one and a half mile from the fort, the enemy opened fire upon us, which was immediately returned with bow-chasers, (our two one hundred-pounder Parrotts.) The action then commenced, the fire of the enemy being almost entirely directed at the wooden vessels, their ram Tennessee and gunboats soon joining in the fight.

The starboard battery was opened on the fort as soon as the guns could be brought to bear. Our progress up the channel was slow, owing to our carrying, as directed, low steam, and the very deliberate movements of our iron-clads which occupied the channel close ahead of us. When we had arrived abreast of the fort, by a rapid and timely fire of grape their several batteries were almost entirely silenced.

At this juncture I observed the ill-fated *Tecumseh*, which was then about three hundred yards ahead of us, and on our starboard bow, careen violently over, and sink almost instantaneously. Sunk by a torpedo! Assassination in its worst form! A glorious though terrible end for our noble friends, the intrepid pioneers of that death-strewn path! Immortal fame is theirs! Peace to their manes! We were now somewhat inside of the fort, when shoal water was reported, and at the same time, as the smoke cleared up a little, a row of suspicious looking buoys was discovered directly under our bows. While we were in the act of backing to clear them, our gallant admiral passed us and took the lead. Getting headway again as soon as possible, we pushed up the channel at full speed in his wake, when the rebel ram was discovered making for the flag-ship, and at the same time throwing shot and shell at us, which inflicted considerable damage at and above the water-line forward. The rebel gunboats having now taken shelter in shoal water, I cast off the *Octorara* from alongside, and directed her to close in and assist the other gunboats in their attack upon them. The *Hartford* having steamed past the ram, with her broadside playing vigorously upon him, continuing our course at full speed, and exchanging broadsides as we could bring our guns to bear, she missed us, and just passed clear of our stern only a few yards distant; we then gave her some parting blows with our sixty-pounder Parrott from the poop. At fifty minutes past eight anchored near the flag-ship, about five miles above the fort, the rebel gunboats firing a few shots at us at long range as we passed up. At about 9 a. m. the *Tennessee* was discovered standing for the fleet, and we, in company with the flag-ship and several other vessels, made toward him, firing solid shot from our bow-chasers. When within a short distance the *Chickasaw* crossed our bows and prevented our ramming him. As soon as the ram was clear of the last-named vessel he made directly at us; put our helm a-port and made at him with full speed, but seeing our torpedo-catcher hanging under the bows, and thinking it was a real torpedo, (as an officer belonging to her has since told me,) he put his helm hard up and avoided us, giving some heavy shots in passing. Our shot—solid nine-inch, with thirteen pounds of powder—struck him repeatedly, but without any material effect, except one, which, as it is believed, carried away his smoke-stack. We then turned to try it again, but the iron-clads had fairly engaged her, and shortly afterward she surrendered.

The fleet here came to near the former anchorage.

The surgeon's list of killed and wounded, together with the forward officers' report of injuries done to the ship by the enemy's shot, and the number of projectiles expended, &c., are herewith enclosed.

Lieutenant Commander Lull, the executive officer, has, at my request, made a statement of some very interesting incidents, giving a list of men who most distinguished themselves during the action, which I take great pleasure in forwarding, with a hearty approval of it, and the suggestions it contains.

It will be seen that we have fifty-four casualties on board—eleven killed, and forty-three wounded; many of the latter, I am happy to say, are slight. The list will not appear large when it is considered that we were nearly two hours under fire. Among the others, we have to regret the loss of an officer, Acting Master's Mate William H. Cook, who was killed while bravely doing his duty, having already been wounded.

By the carpenter's report it will be seen that the hull has received extensive and serious injuries, having been struck twenty-three times. Our mainmast is

ruined, having been shot through and through the centre, three times between the catharpins and the deck, the shot-holes being about equidistant from each other. Shot struck the other spars seven times, injuring same badly. The boatswain's report shows the rigging to have been struck and cut in twenty-nine places, making an aggregate of some fifty-nine hits in the hull, rigging, and spars.

The number of projectiles expended is one hundred and eighty-three.

In conclusion, I must beg leave to state that, as far as I can learn, every one did his duty nobly and well; and while the officers generally would seem to deserve some especial mention, I must, from the nature of circumstances, confine my notice to those on whom devolved the more important duty of controlling and fighting the ship.

To my executive officer, Lieutenant Commander E. P. Lull, my thanks are especially due, not only for his cool, steady bearing in the fight, but also for the efficient training of the crew, which have been together now less than three months, but displayed in the action the steadiness of veterans, fighting their guns almost as coolly as if they were at an ordinary exercise. Lieutenant Thomas L. Swann, the ordnance officer, had everything ready, and the working of his department was admirable; he was principally occupied during the action with the bow-chasers. The other division officers—Captain Houston, of the marines, Lieutenant Charles F. Blake, Ensigns Cassel and Sigsbee, with their assistants, Master's Mates Duncan and Stevens—fought their guns nobly and well.

The powder division, under Acting Ensign Utter, could not have been conducted better.

Chief Engineer Kellogg's department worked beautifully.

Doctor Maulsby was fully prepared for the wounded, and extended to those unfortunates all the solicitude and care that a generous nature could dictate.

Ensign Pendleton, my aid and signal officer, afforded me great assistance, being always prompt and active in his duties.

To our pilot, Mr. Christopher Lawrence, great credit is due for the handsome manner he piloted the ship.

I ought to mention, before closing this report, that I was particularly pleased with the cheerful bearing and aid afforded me by Captain E. A. Denicke, of the army signal corps, in watching and pointing out the effect of our shot in the batteries and upon the rebel ram and gunboats.

In accordance with your directions, I also send a separate report in regard to those men who were most conspicuous for good conduct and gallantry in the action. It is taken mostly from the report of Lieutenant Commander Lull, the executive officer.

Congratulating you upon the handsome result of the day, I remain, very respectfully, your obedient servant,

JAMES ALDEN, *Captain.*

Rear-Admiral D. G. FARRAGUT,

Com'dg W. G. Blockading Fleet, Flag-Ship Hartford.

UNITED STATES STEAMER BROOKLYN,

Mobile Bay, August 6, 1864.

SIR: In accordance with your instructions, I herewith append a list of the crew who most distinguished themselves for gallantry and good conduct during the action with Fort Morgan and the rebel ram and gunboats. Feeling satisfied that they have earned that justly prized distinction, the "medal of honor," I trust the department will confer it upon them.

J. Henry Dennig, sergeant of marines ; Michael Hudson, sergeant of marines ; William M. Smith and Miles M. Oviatt, corporals of marines, for their conspicuous good conduct at their guns.

Barnett Kenna, quartermaster, and William Halsted, cockswain, coolness, bravery, and skill in the working of their guns. Their conduct was particularly meritorious.

Joseph Brown, quartermaster, and Joseph Irlane, seaman, stationed at the wheel, behaved with great coolness and bravery, sending the other two men who were stationed with them to replace men disabled at the guns.

Edward Price, cockswain, great coolness and bravery under fire ; his gun became disabled by the sponge breaking, leaving the head in the gun ; he proceeded to clear it by pouring down powder into the vent and blowing the sponge-head out.

Alexander Mack, captain of top, activity, zeal, and skill displayed in handling his gun, as well as great courage ; he was also severely wounded.

William Nichols, quartermaster, perfect coolness and dexterity in handling his gun ; always sure of his aim before he would consent to fire.

Nicholas Irwin, seaman ; John Cooper, cockswain ; John Brown, captain of forecastle ; and John Irwin, cockswain, very conspicuous for bravery, skill, coolness, and activity at their guns.

William Blagden, ship's cook ; William Madden, coal-heaver ; James Machon, boy ; William H. Brown, landsman ; James Mifflin, engineer's cook, conspicuous for bravery, performing their duty in the powder division, at a point where the ship was riddled very much, and in the immediate vicinity of the shell-whips, which were twice cleared of men by bursting shells. Brown was also wounded.

James E. Sterling, (coal-heaver,) bravery in remaining at his post when wounded, and passing shell until struck down a second time and completely disabled.

Richard Dennis (boatswain's mate) and Samuel W. Davis displayed much courage, bravery, and coolness—the first in operating the torpedo-catcher, and assisting in working the bow-chaser, and the latter in acting as a look-out for torpedoes and other obstructions.

Samuel Todd, (quartermaster,) conspicuous coolness at the commencement.

I am, sir, very respectfully, your obedient servant,

JAMES ALDEN, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

UNITED STATES STEAMER BROOKLYN,
Mobile Bay, August 6, 1864.

SIR: The accompanying reports of the boatswain, gunner, and carpenter, of the damages sustained by this ship, and of the ammunition expended during our action of yesterday with the rebel forts and gunboats, and with the ram Tennessee, are respectfully forwarded :

The sailmaker, being one of the wounded, is not able to make a report, but the damages in his department are a number of cloths cut in the port-head of the fore-topsail, and considerable injury to the hammock cloths fore and aft.

One of the shots mentioned by the carpenter as wounding the rail of the top-gallant forecastle struck directly under the breast of the bow, and had its force not been nearly spent, as is supposed, by its having previously passed through some of the wood work of the iron-clad Chickasaw, it must inevitably have disabled the gun.

In the vicinity of number four port, on the starboard side, in the space of about eight feet square, five shot or shells passed through the side, and one shell struck the sheet-anchor which was stowed above this port, breaking the shank. The lower fluke is also broken off. The gun was entirely disabled.

Acting Master's Mate Cook and three men were killed, and Lieutenant Blake and six men wounded. A shell which exploded on the berth deck forward killed or wounded every man at the two shell-whips, and those who were passing shell between them, also carrying away one whip.

Acting Ensign Utter, and his assistant, Sailmaker Brayton, rigged another whip and stationed new men to man it, and just as they were recommencing work a second shell exploded again, clearing away every man, this time including Mr. Brayton among the wounded, and depriving us of the services of an active and very efficient officer.

Mr. Baker, the paymaster's clerk, performed very good service in the powder division, taking voluntary charge of the after-shell whip, at which no officer was stationed, owing to our being short of officers. Our chain-cable, ranged up and down the starboard side, saved our boilers from one shot, and the sand-bags upon the berth deck saved them from one if not two more.

The ship's company behaved remarkably well, so much so as to make it difficult to specify even conspicuous conduct without making a rather large list; but I beg to call your especial attention to the following cases mentioned by the division officers, many of which also fell under my own observation, and to request that you will recommend them for the "medal of honor:—"

J. Henry Dennig, sergeant of marines, Michael Hudson, sergeant of marines, and William M. Smith and Miles M. Oviatt, corporals of marines, for conspicuous good conduct at their guns.

Barnett Kenna, quartermaster, and William Halsted, cockswain, coolness, bravery, and skill in working their guns. Their conduct was particularly meritorious.

Joseph Brown, quartermaster, and Joseph Irlane, seaman, stationed at the wheel, behaved with great coolness and bravery, sending the other two men who were stationed with them to replace men disabled at the guns.

Edward Price, cockswain, great coolness and bravery under fire; his gun became disabled by the sponge breaking, leaving the head in the gun; he proceeded to clear it by pouring down powder into the vent and blowing the sponge-head out.

Alexander Mack, captain of top, remarkable coolness and courage, was wounded and sent below, but immediately returned and took charge of his gun; remained until he was again wounded twice and entirely disabled.

William Robinson, captain of top, activity, zeal, and skill displayed in handling his gun, as well as great courage.

William Nichols, quartermaster, perfect coolness and dexterity in handling his gun; always sure of his aim before he would consent to fire.

Nicholas Irwin, seaman, John Cooper, cockswain, John Brown, captain of forecastle, and John Irwin, cockswain, very conspicuous for bravery, skill, coolness, and activity at their guns.

William Blagden, ship's cook, William Madden, coal-heaver, James Machon, boy, William H. Brown, landsman, and James Mifflin, engineer's cook, conspicuous for bravery, performing their duty in the powder division, at a point where the ship was riddled very much, and in the immediate vicinity of the shell whips, which were twice cleared of men by bursting shells.

James E. Sterling, coal-heaver, bravery in remaining at his post when wounded, and passing shell until struck down a second time and completely disabled.

Richard Dennis, boatswain's mate, and Samuel W. Davis displayed much

courage and coolness—the first in operating the torpedo-catcher, and assisting in working of the bow-chaser, and the latter in acting as a lookout for torpedoes and other obstructions.

Samuel Todd, quartermaster, conspicuous coolness at the commencement.

We have found upon our decks and extracted from the wood work over eleven hundred pounds of iron, in the shape of eight, nine, and ten inch solid shot of rifle bolts—shells and fragments of shells—all thrown at us by the enemy, a large amount, as being at very close quarters, nearly all their shot passed through and through us.

I have the honor to be your obedient servant,

EDWARD P. LULL,

Lieutenant Commander and Executive Officer.

Captain JAMES ALDEN,

Commanding U. S. Steamer Brooklyn.

UNITED STATES STEAMER BROOKLYN,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following as the damages inflicted upon this ship during our engagement of to-day with the rebel Fort Morgan and the rebel gunboats.

1. Shot carried away a portion of the rail on topgallant forecastle directly under the breast of bow gun.

2. Shot passed directly through the stem about one foot from water's edge.

3. Passed through the side, just under the bridle-port, struck the deck above upon the opposite side, and shows in the water-way above.

4. Passed through the side just at the copper's edge, or little abaft the bridle-port. Entered the storeroom, destroying a hanging knee, and wounding a beam; did much damage to fixtures of storeroom; struck the opposite side, but did not penetrate.

5. Passed through side just forward of and under number two port, and struck the galley.

6. Passed through the side on berth deck, abreast of galley, destroying hanging knee.

7. Passed through the side diagonally about two feet above berth deck, passed out through opposite side.

8. Through side abreast fore-hatch, destroying an air-port and a berth deck hanging knee; entered fireman's wash-room, arrested by sand-bags.

9. Under after-ports of fore-channels, through side, destroying a berth deck, hanging-knee, and a force-pump, wounded berth deck, cut starboard chain.

10. Four feet abaft number nine, passed through side, destroying an air-port and two berth deck hanging knees.

11. Passed through the side and exploded in the dispensary, doing considerable damage.

12. Passed through side, through deck in second assistant engineer's room, and into main hold, doing much damage.

13. Through side, cutting main rail, just abaft number two port.

14. On the same level, through side about four feet abaft number thirteen.

15. Struck and broke starboard sheet-anchor beak. Cut main rail just over number four port, passed through bottom of the launch, and destroyed forward shore of launch.

16. Through side just under number fifteen, cutting through spar deck water-way, and carrying away the starboard truck of gun number three.

17. Carried away flue of sheet-anchor. Cut through main rail, destroyed after-shore of launch, and struck the breech at number five gun port.

18. Passed through hammock netting starboard side, just abaft number eight port, and passed out through opposite side.

19. Plunging shot passed through port-hammock netting just forward of break of poop.

20. Wounded top of hammock rail on starboard side between numbers eight and nine ports, passed out through hammock netting on port side.

21. Followed same course of twenty a few feet further aft.

22. A ricochet shot struck poop-deck, crushed it down together with beam underneath, and ricocheted overboard. This shot killed two marines, carrying one overboard with it.

23, 24, 25. Three shots passed through the mainmast, ruining the mast; number twenty-five also cut the brass band on starboard quarter of main yard, wounding the yard.

26. Apparently a fragment of shell entered the mainmast.

27. Wounded jib-boom.

28. Passed along fore-topsail yard, destroyed port yard-arm.

29. A raking shot from ram Tennessee struck and passed along port side under the rail.

30. Carried away torpedo-catcher. A shot passed through the dingey. A plank was started in the barge, supposed to have been by a splinter.

Respectfully submitted.

R. G. THOMAS, *Carpenter.*

Lieut. Commander EDWARD P. LULL,

Executive Officer.

UNITED STATES STEAMER BROOKLYN.

Inside Mobile Bay, August 6, 1864.

SIR: I respectfully beg to report the damages sustained in the ordnance department of this ship during the engagement of the 5th instant, as follows, namely:

One 9-inch gun-carriage entirely destroyed; one 100-pounder elevating screw destroyed; one 100-pounder lock destroyed; one 60-pounder lock destroyed; one 9-inch breech-sight, brass damaged; one 9-inch breech-sight, brass destroyed; one 9-inch gun-carriage slightly damaged; six 9-inch side-tackles destroyed; two 9-inch rammers destroyed; two 9-inch sponges destroyed; one 9-inch rolling handspike destroyed; one 9-inch ladle; one 100-pounder ladle.

I am, sir, most respectfully, your obedient servant,

JOHN QUEREDO, *Acting Gunner.*

UNITED STATES STEAMER BROOKLYN,

Mobile Bay, August 5, 1864.

SIR: In obedience to your order, I respectfully submit the following report of damages done to rigging during the action of the 5th instant, with Fort Morgan, rebel ram Tennessee, and gunboats Selma, Morgan, and Gaines, having made a careful examination of the same.

Jib and flying jib, martingale-stays, and back-stays, shot away.

Port cat-block shot away, also three deck-stoppers. Fore-rigging, two shrouds starboard, and one port shot away; one shroud shot away in two places; two deadeyes starboard fore-rigging shot away; starboard fore-topsail halliards shot away; port fore-brace shot away; port fore-topsail brace and block shot away; starboard sheet-anchor shank broke, and flue shot off; port main-stay shot away; main rigging six shrouds shot away, four starboard and two port; one deadeye port main rigging shot away.

Main lift and brace shot away.

Main topsail clewlines and buntlines shot away.

Main topmast rigging stranded.

One shroud, mizzen-rigging, shot away. One laniard port mizzen-rigging shot away.

Starboard cross-tack and mizzen-topsail brace shot away.

A shot passed through the topgallant and royal rigging barricaded in the sick bay, and lodged in the port water-ways.

Starboard sheet-chain shot away.

No doubt a great deal of the gear is cut, but how much cannot be ascertained until broken out. Also the starboard bow-chain shot away.

Very respectfully,

CHARLES A. BRAGDON,

Boatswain, United States Navy.

Lieut. Com. EDWARD P. LULL,

Executive Officer U. S. Steamer Brooklyn.

UNITED STATES STEAMER BROOKLYN,

Inside Mobile Bay, August 6, 1864.

SIR: I respectfully report the expenditure of ordnance stores in this ship during the engagement of the 5th instant, as follows, namely:

One hundred 10-pound charges, (IX-inch;) thirty-two 13-pound charges, (IX-inch;) thirty-seven 10-pound charges, (100-pounder;) fourteen 6-pound charges, (60-pounder;) fifty 5" shell, (IX-inch;) twenty-five 10" shell, (IX-inch;) twenty stands of grape, (IX-inch;) thirty-seven solid shot, (IX-inch;) twenty-five solid shot, (100-pounder;) twelve shell, Tico's concussion, (100-pounder;) twelve solid shot, (60-pounder;) two shell, Tico's concussion, (60-pounder.)

I am, sir, most respectfully, your obedient servant,

JOHN QUEVEDO, *Acting Gunner.*

Report of Commander J. H. Strong.

UNITED STATES STEAMER MONONGAHELA,

Mobile Bay, August 6, 1864.

SIR: I have the honor to report the part taken by this ship under my command in the action of yesterday, in passing the Mobile forts, &c.

At half past five a. m. got under way in obedience to signal, took my station in the line, and prepared for action.

At ten minutes past seven the action was commenced by the first gun being fired from the fort. After passing the forts I saw the rebel ram Tennessee head in for the line. I then sheered out of the line to run into her, at the same time ordering full speed as fast as possible. I struck her fair, and swinging round poured in a broadside of solid 11-inch shot, which apparently had but little, if any, effect upon her. Soon after, signal was made to my ship to again run into her. I did so, and was about to try it the third time, when she surrendered to the fleet.

During the action my officers and men, without exception, behaved in the most gallant manner. It would be impossible to make any distinction where all did everything that could have been desired.

I would here mention that a volunteer crew from the United States steamer *Kennebec*, in charge of Acting Ensign Ellis, came on board and manned one of my thirty-two pounder broadside guns during the engagement with Fort Morgan. Their conduct during the action was gallant, and met with my entire approbation.

I regret to say that my first lieutenant, Mr. Prentiss, lost a leg in the action, and that fears are entertained for his life.

Enclosed I send you the executive officer's report of the expenditure of ammunition and the damages sustained, also the surgeon's and engineer's reports.

Very respectfully, your most obedient servant,

J. H. STRONG, *Commander.*

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron.,

United States Steam Flag-Ship Hartford Mobile Bay.

UNITED STATES STEAMER MONONGAHELA,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following injuries sustained by this vessel during the action of to-day with Fort Morgan and the rebel fleet inside:

In twice attempting to run down the rebel iron-clad ram *Tennessee*, our iron prow was entirely carried away, together with the cutwater. The but ends of the planking on both bows are started from the stem and badly shattered, the port ones considerably sprung off.

Two 6-inch rifle-shell from the ram entered our starboard bow; one between the planking and cutwater, grazing the perpendicular, striking the under side of the breast-hook, ricochetting, passing through the boatswain's storeroom, and striking the berth deck, where it lodged without exploding; the other entered about twelve feet further aft, and exploded on the berth deck, slightly wounding three men, breaking an 11-inch scraper and an 11-inch worm, and bending a stanchion near the galley. A 6-inch rifle-shell exploded underneath the No. 1 pivot port, raking up the side in ten or fifteen places, many of the pieces remaining in the side. One six-inch solid shot entered abreast No. 2 pivot port, passing through the boatswain's room, starboard side, berth deck, paymaster's issuing room, port side, and lodging in the outer planking, springing off one but about eight inches. One 10-inch shot or shell came in our starboard gangway, carrying away headboard of starboard quarter deck hammock netting, grazing top-rail and mainmast, and passing through port side under main channels. Pieces of the headboard were driven through the fire-room ventilators. Lieutenant Prentiss and two men were wounded by this shot.

In the rigging, fore-peak halliards, end of main-stay, and port-ridge rope shot away.

I also report the following expenditure of ammunition:

Seventeen shells, (150-pounder rifle;) six solid shot, (150-pounder rifle;) eight solid shot, (11-inch;) seven shrapnell, (11-inch;) twenty-five shells, (11-inch;) four canister, (11-inch;) seven grape, (11-inch;) forty-seven shells, (32-pounder;) three solid shot, (32-pounder;) forty-seven shells, (12-pounder rifle howitzer;) one hundred and seventy percussion primers; twenty-three cartridges, (150-pounder rifle,) 16 pounds; eight cartridges, (11-inch,) 20 pounds; forty-three cartridges, (11-inch,) 15 pounds; fifty cartridges, (32-pounder,) 9 pounds; forty-seven cartridges, (12-pounder rifle howitzer;) four shells, (24-pounder howitzer.)

The slide of starboard 24-pounder howitzer was found to be rotten, and after the first few rounds was rendered totally unfit for use. With this exception the battery is in as good condition for service as before the action.

Very respectfully, &c.,

O. A. BATCHELLER,
Lieutenant and Executive Officer.

Commander J. H. STRONG,
Commanding Monongahela.

UNITED STATES STEAMER MONONGAHELA,
Mobile Bay, August 5, 1864.

SIR: I have to report that during the engagement with the enemy to-day we received no damage in the engineer's department, with the exception of a shot through fire-room ventilator and one through the smoke-pipe.

At the time we ran into the rebel iron-clad Tennessee the engines were making sixty-two revolutions per minute, with thirty pounds steam and throttle-valve wide open.

The engines worked well, and every engineer, fireman, and coal-heaver performed their respective duties in a highly satisfactory manner.

Respectfully, your obedient servant,

G. F. KUTZ, *Chief Engineer.*

Commander J. H. STRONG,
Commanding U. S. Steamer Monongahela.

UNITED STATES STEAMER MONONGAHELA,
Mobile Bay, August 10, 1864.

SIR: The following persons, wounded in the action of the 5th instant, were sent to the naval hospital at Pensacola:

Lieutenant R. Prentiss, both legs; left one amputated.

Michael Smith, boy, scalp.

William Feeney, private marine, contusions.

I am, respectfully,

DAVID KINDLEBERGER,
Surgeon, United States Navy.

Commander JAMES H. STRONG,
Commanding U. S. Steamer Monongahela.

Report of Commander William E. Le Roy.

UNITED STATES STEAM-SLOOP OSSIPEE.

ADMIRAL: I have the honor to report that in passing the forts, and in the attack upon the iron-clad Tennessee, this ship was struck four times in the hull and several times in the rigging, fortunately without disabling the ship. Our stem is somewhat injured by running against the Tennessee. Our casualties I am pleased to report as small. When about running down the Tennessee she displayed a white flag, but not in time to prevent my colliding with her having been so disabled by the fire of the fleet and unable longer to continue

the contest, and I was fortunate in receiving her surrender from Commander Johnston, her commander—Admiral Buchanan being wounded—a prize to the fleet under your command.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY, *Commander.*

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay.

UNITED STATES STEAMER OSSIPEE,

Mobile Bay, August 6, 1864.

ADMIRAL: In my report of the part this ship took in the passage of Fort Morgan yesterday, I neglected to allude to the efficient manner in which Lieutenant Commander George W. Brown, with the Itasca lashed alongside of me, performed his duty of piloting both vessels, &c.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY, *Commander.*

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay.

UNITED STATES STEAMER OSSIPEE,

Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the following report of damages received by this vessel in the late engagement with Fort Morgan and the rebel ram Tennessee:

Part of fore-foot gone, occasioned by collision with the Tennessee. One shot, a 130-pounder, passed through forward starboard section port and ship's side, destroying a knee in the boatswain's room, also carrying away the bulkheads of same and issuing room. Another shot passed through ship's side and starboard forward coal-bunker. One shot passed through the chain armor, first forward of starboard gangway at water's edge, through ship's side and starboard coal-bunker, landing in port coal-bunker, passing within three inches of the steam-pipe. Also a shot-hole through ship's side and water-ways, under the starboard main channels; the shot carried away one chain-plate and badly splintered the water-ways. The shot that passed through the chain armor and coal-bunker is a 10-inch columbiad.

Very respectfully,

J. A. HOWELL,

Lieutenant and Executive Officer.

Commander W. E. LE ROY,

Commanding United States Steam-Sloop Ossipee.

UNITED STATES STEAMER OSSIPEE,

Mobile Bay, August 6, 1864.

SIR: I have the honor to enclose the accompanying reports of injuries sustained by this ship in the engagement of yesterday, as also of the amount of ammunition expended. In addition to my report of yesterday, I would state, all under my command showed such zeal and energy that it would be invidious to select any one as more deserving than another.

I am, sir, very respectfully, your obedient servant,

WILLIAM E. LE ROY, *Commander.*

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay.

UNITED STATES STEAMER OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I respectfully report that the damages done to the rigging on board this vessel on the 5th instant were as follows:

Starboard fore-stay shot away, also three strands of the port fore-stay.

Very respectfully,

ANDREW MILNE,
Boatswain United States Navy.

Commander WILLIAM E. LE ROY,
Commanding United States Steam-Sloop Ossipee.

UNITED STATES STEAMER OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I would most respectfully submit the following report of the expenditures of ammunition and projectiles while engaging the rebel forts and vessels of war by this ship, August 5, 1864:

Shells, five seconds, thirty; ten seconds, six; fifteen seconds, two; twenty seconds, seven; percussion, thirty-two. Solid shots, 11-inch, four; 100-pounder, two; 32-pounder, six; hollow shots, 30-pounder, four. Powder, number seven cannon, three hundred and sixty-five pounds; ordinary powder, three hundred and fifty-four pounds.

Very respectfully,

JOHN Q. ADAMS, *Gunner.*

Commander WM. E. LE ROY, *Commanding.*

Report of Commander E. Donaldson.

UNITED STATES STEAMER SEMINOLE,
Mobile Bay, August 7, 1864.

SIR: In obedience to your order for passing the forts, on the 5th instant, at half past five a. m., we went alongside, and made fast on the port side of the Lackawanna, and took our designated station in the line, and am happy to say we had no casualties on board.

The hull of the ship was not struck at all. One strand of the port mainstay was cut by a fragment of a shell.

At fifteen minutes past eight a. m. we cast off from the Lackawanna, and at fifteen minutes past eight a. m. came to anchor. At half past nine a. m., seeing the rebel ram Tennessee approaching us, we slipped to avoid her, and at fifteen minutes past ten a. m. returned to our anchorage, after having delivered two broadsides at her, at a distance of about one thousand yards. I am happy to say that all the officers and crew behaved with the utmost coolness.

Respectfully, &c.,

EDWARD DONALDSON, *Commander.*

Rear-Amiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Mobile Bay, Ala.

UNITED STATES STEAMER SEMINOLE,
Mobile Bay, August 6, 1864.

SIR: I have to report that, in passing the fort yesterday, we met with no casualties in killed or wounded. One shot from the water battery cut one strand of our mainstay, which is the only injury done the ship or rigging.

Respectfully, your obedient servant,

EDWARD DONALDSON, *Commander.*

Rear-Admiral D. G. FARRAGUT,
*Commanding W. G. Blockading Squadron,
United States Flag-Ship Hartford, Mobile Bay, Alabama.*

UNITED STATES STEAMER SEMINOLE,
Mobile Bay August 6, 1864.

SIR: The following is a report of expenditure of ammunition on board this vessel in the engagement of yesterday:

Five ten-second 11-inch shell; four 32-pounder solid shot; sixteen 30-pounder Parrott rifle shell; two 30-pounder Parrott rifle shot; five 15-pound charges; four 6-pound charges; 18 $\frac{3}{4}$ -pound charges.

Respectfully, your obedient servant,

EDWARD DONALDSON, *Commander.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Mobile Bay, Ala.

Report of Commander T. H. Stevens.

UNITED STATES MONITOR WINNEBAGO,
Mobile Bay, August 6, 1864.

SIR: I have the honor to report that, according to instructions, this vessel yesterday, at half past five a. m., got under way from her anchorage, near Sand island, and proceeded up the bay for the purpose of attacking the enemy. At seven took station between Fort Morgan and the wooden vessels of the fleet in line of battle. At fifteen minutes past seven opened fire on the fort, the enemy firing rapidly. At eight the United States monitor Tecumseh was blown up and sunk by a torpedo, when within about a cable length of us, and shortly after the following men, having been saved from the wreck, were brought on board in a boat belonging to the Metacomet:

Acting Ensign John B. Zellick, Quartermaster William Roberts, Quartermaster Chauncey P. Dean. Seamen: George Major, James McDonald. Ordinary seamen: James Burnes, Charles Packard, James Lands, William Tidder. Coal-passer: William West.

At half past eight passed Fort Morgan, and steamed slowly up the bay. At ten minutes past nine the after-turret broke down. At fifteen minutes past nine received order from flag-ship to attack the rebel ram Tennessee, which surrendered at forty-five minutes past nine. Anchored with the fleet at forty-five minutes past ten in the lower fleet anchorage of Mobile bay.

Enclosed please receive engineer's report of the condition of the turrets, and the gunner's account of ammunition expended.

The Winnebago was struck nineteen times, three of the shot having penetrated the deck near the after turret.

I have to report no casualties. The officers and men conducted themselves well; and to Acting Volunteer Lieutenant W. T. Shankland, First Assistant Engineer John Purdy, who volunteered for this vessel, and the pilot, William H. Wroten, I am indebted for valuable assistance.

I have the honor to remain your obedient servant,

T. H. STEVENS, *Commander.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

UNITED STATES STEAMER WINNEBAGO,
Mobile Bay, August 5, 1864.

SIR: I have the honor to inform you that the following is a correct list of ordnance stores expended whilst engaging the rebel batteries and fleet: Fifty-two eleven-inch charges, fifteen pounds each; two eleven-inch charges, twenty-five pounds each; six eleven-inch shell, five seconds each; twelve eleven-inch shell, ten seconds each; fourteen eleven-inch shrapnell, five seconds each; six stands of grape; two stands of canister; fourteen eleven-inch solid shot, ordinary steel; two eleven-inch solid shot, ordinary steel.

I am, sir, very respectfully, your obedient servant,

ROBERT SHERMAN,
Acting Gunner.

Commander THOMAS STEVENS, U. S. N.,
Com'dg United States Steamer Winnebago.

Report of Commander J. W. A. Nicholson.

UNITED STATES STEAMER MANHATTAN,
Mobile Bay, August 6, 1864.

SIR: I have the honor to make the following report of the part taken by this ship in the action of the 5th instant with Fort Morgan and the rebel iron-clad Tennessee:

At five minutes past seven a. m. I opened on the fort, but owing to the dense smoke from the guns our firing was necessarily very slow.

After passing Fort Morgan, I devoted my attention entirely to the rebel iron-clad, firing my guns slowly and with great precision.

At forty-five minutes past nine I obtained a raking position under his stern, and fired a solid shot, which struck him on the port quarter, carrying away his steering gear.

At fifty-seven minutes past nine, when on the point of firing from the same position, he hauled down his colors and surrendered.

I fired at the Tennessee six times, namely, one shell, two solid and three cored shot.

I am satisfied that most, if not all, the serious damage she has sustained was caused by the fifteen-inch shot from this vessel.

This ship was struck by the enemy's shot nine times, causing no material damage; but of this I will make a separate report.

No person was injured on board. Officers and men all did their duty; but I especially recommend Acting Ensign John B. Trott, who was stationed at the wheel steering the ship himself, for the admirable manner in which he performed

his duty. Also Acting Master Robert B. Ely, for the manner in which he worked his guns. Both of these gentlemen, I think, are worthy of being advanced a grade in the service.

One of the fifteen-inch carriages is temporarily disabled by the breaking of some bolts.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,

Commander.

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay, Ala.

UNITED STATES IRON-CLAD MANHATTAN,

Mobile Bay, Alabama, August 8, 1864.

SIR: Of the six fifteen-inch projectiles fired from this vessel at the rebel iron-clad Tennessee, I claim four as having struck, doing most of the real injuries that she has sustained, namely: First, one shot on port beam, going entirely through the armor, and crushing the wood backing, making a hole completely through the vessel; second, one shot near the first, but higher up and further forward, making a deep indentation, and then glancing over the ship; third, a shell striking her stern port shutter, disabling it, so that the gun could not be used; fourth, a shot striking her stern, ripping up the deck plating, carrying away her steering gear, and then striking her armor at the angle of the port quarter, crushing it and starting the wood backing through to the inside.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,

Commander.

Rear-Admiral D. G. FARRAGUT, U. S. N.,

Com'dg W. G. B. Squadron, Mobile Bay, Ala.

UNITED STATES IRON-CLAD MANHATTAN,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following as the expenditures of ammunition in the action of to-day with rebel Fort Morgan and the rebel iron-clad Tennessee: Four fifteen-inch shell; three fuzes—three and a half, seven, and ten seconds; three fifteen-inch solid shot; four fifteen-inch cored shot; four fifteen-inch charges, thirty-five pounds; four fifteen-inch charges, fifty pounds; three fifteen-inch charges, sixty pounds.

Respectfully, your obedient servant,

C. M. SCHOONMAKER,

Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON, U. S. N.,

Commanding Manhattan.

UNITED STATES IRON-CLAD MANHATTAN,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following damages sustained by this ship in action of to-day with the rebel Fort Morgan and the rebel iron-clad Tennessee:

Turret.—One two and a quarter inch indentation from conical steel-pointed shot, four feet from deck; one seven-eighth inch indentation from glancing shot, two feet from deck; one seven-eighth inch indentation just above base ring; outside, three rivet-heads knocked off and seven started; base ring separated slightly.

Pilot-house.—One and a quarter inch indentation from conical shot, four feet three inches from base; outside, one rivet-head knocked off and two started; inside, one rivet-head knocked off and two started.

Armor.—Struck by glancing shot on starboard quarter, a few feet forward of propeller and ten inches below the deck; separated armor-plates slightly for five feet; a shot passed through both quarters of one boat, and through the gunwale of the other; one ventilator-stay was shot away; ventilator dented by a fragment of shell; a shot passed through boiler-iron around rim of turret; the carriage of port fifteen-inch gun was disabled by the recoil, carrying away six bolt-heads, securing composition plates.

Respectfully your obedient servant,

C. M. SCHOONMAKER,

Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON,

Commanding United States Steamer Manhattan.

UNITED STATES STEAMER MANHATTAN,

August 5, 1864.

SIR: I respectfully submit the following report of the working of the machinery of this vessel during the action to-day.

Though having been tested severely during the chase of the rebel ram Tennessee, everything worked well, and is now ready for service at any moment.

Very respectfully, your obedient servant,

CHARLES L. CARTY,

Acting Chief Engineer.

Commander J. W. A. NICHOLSON,

Commanding United States Steamer Manhattan.

Report of Lieutenant Commander C. H. Wells.

UNITED STATES STEAMER GALENA,

Mobile Bay, Ala., August 6, 1864.

SIR: I herewith report to you the part which this steamer took in passing Forts Morgan and Gaines yesterday.

Before leaving the anchorage off Mobile bar the Galena was lashed to the port side of the Oneida, according to your diagram of line of battle furnished, and occupied the rear of the line. Fort Morgan began firing at five minutes past seven a. m., when the Oneida replied, and was followed by this vessel at twenty-five minutes past seven with the one-hundred pounder rifle on the fore-castle, which took effect in the fort. When abreast and within four hundred yards of it, Captain Mullany, of the Oneida, was wounded badly in the arm and leg, and the steering apparatus of his vessel was shot away, which was shortly afterwards followed by the explosion of one of her boilers, caused by a heavy shot striking it; and this rendered it necessary for the Galena to tow the Oneida by Forts Morgan and Gaines under a severe raking fire from the former, which was accomplished by fifteen minutes past nine.

Both vessels were repeatedly struck, but the Oneida, from having been on the starboard side of this steamer, suffered severely, losing a number of men

killed, and having a number wounded. Her captain, J. R. M. Mullany, under the most trying circumstances, displayed the utmost courage and gallantry while passing through a terrific fire, and only left the deck when he had been severely wounded. His executive officer, Lieutenant Huntington, cheerfully carried out my orders after the disability of Captain Mullany, and distinguished himself by his coolness and bravery.

I take pleasure in bringing to your notice the executive officer of this vessel, Acting Volunteer Lieutenant C. W. Wilson, who faithfully carried out my orders in passing Fort Morgan, as well as in the exhibition of coolness and bravery. Acting Master D. C. Kells, Acting Ensigns Pease and Miner, and Acting Master's Mates Tuttle and Delano, I would also recommend to your favorable notice for their good conduct under the fire of the enemy.

Mr. Buehler, first assistant engineer and acting chief, managed the engineer's department in a highly creditable manner, in which he was sustained by the Assistant Engineers Greenleaf, Scott, Burns, and Weecker.

Acting Assistant Paymaster Kitchen and Lesley G. Morrow, captain's clerk, remained on deck during the action, and contributed their parts to my entire satisfaction. Acting Assistant Surgeon George P. Wright not only attended to our three cases of wounded, (one mortally,) but gave his professional services to the Oneida, to several of their wounded who came on board of this steamer.

The crew manifested the utmost courage throughout the affair, which will always reflect creditably upon you and the navy of the United States.

Very respectfully, your obedient servant,

C. H. WELLS,

Lieutenant Commanding, United States Navy.

Rear-Admiral D. G. FARRAGUT,

Com'dg W. G. B. Squadron, United States Flag-Ship Hartford.

UNITED STATES STEAMER GALENA,

Mobile Bay, August 6, 1864.

SIR: I herewith enclose the following list of damages this steamer sustained in passing Forts Morgan and Gaines, between the hours of seven and ten on the morning of the fifth.

One ten-inch shot in starboard bow; one ten-inch shot in starboard waist, abaft plank sheer; one ten-inch shot through smoke-stack, above bridge; one shot through gig; one shot through cutter; mizzen-stay cut away; one shot cutting away boat-davit; one shot striking one-hundred pounder rifle; two stands of grape cut away; port boarding nettings cut by raking fire; cut up rails of topgallant forecastle; cutting rammers and spongers of bow-pivot; mizzen rigging cut away by a stand of grape; chain and running rigging badly cut up.

Very respectfully, your obedient servant,

C. H. WELLS,

Lieutenant Commanding, United States Navy.

Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

Report of Lieutenant Commander J. E. Jouett.

UNITED STATES STEAMER METACOMET,

Bay of Mobile, August 8, 1864.

SIR: Agreeably to your order of the seventh instant, I have the honor to make the following report of the successful passage of the forts and the capture or dispersion of the rebel fleet inside the bay.

At half past four a. m. of the fifth I ran alongside of the Hartford and lashed on her port side. At fifty minutes after six the Tecumseh hoisted her colors and fired a gun. Fort Morgan replied. In a short time the action became general between the fort, iron-clads, Brooklyn, Hartford, and Richmond. At this time the rebel fleet took their stations across the channel, delivering a raking fire upon our line. Thirty-five minutes past seven, amidst the hottest of the fire, the Tecumseh was blown up. I immediately sent a boat to her assistance in charge of Acting Ensign H. C. Nields, who pulled to the spot, when she sank, and succeeded in saving one acting ensign, eight men, and a pilot. It is unnecessary for me to comment upon what he did; you know the situation under which he gallantly performed this duty; he delivered the men to the Winnebago, and then joined the Oneida, and asked for some duty. When the Oneida anchored, he rejoined me up the bay. At forty minutes past seven the Brooklyn backed down the line, when the Hartford shot ahead, leading the fleet in past the forts. At this time a shell from the rebel gunboat Selma passed through this vessel into the forward storeroom, killing one man and wounding another, and setting the ship on fire. By prompt action on the part of Acting Ensign G. E. Wing, in charge of powder division, we succeeded in extinguishing it. At five minutes past eight cast off from the Hartford and steamed for the three rebel gunboats, who were annoying the fleet by a raking fire. They steamed up the bay, engaging us with their stern guns, of which they had three each. At half past eight the Gaines retreated under cover of the fort in a crippled condition. At nine the Morgan hauled off to starboard, and at ten minutes past nine the Selma struck her flag to this ship. I immediately despatched a boat, in charge of Acting Master N. M. Dyre, to take charge of the prize, and to send her captain and first lieutenant on board. He hoisted the American flag, and reported Captain Murphy wounded and first lieutenant killed. He transferred fifty of her crew to this vessel, and at fifty minutes past nine Captain P. V. Murphy came on board and surrendered his sword and vessel. She had five killed and ten wounded, including the Captain, two of whom have since died. The dead and wounded were attended to. The remainder of her crew and officers were sent to the Port Royal. Put engineers and firemen on board and steamed to the fleet, reporting the capture of the confederate steamer Selma, which vessel mounted two nine-inch Dahlgren smooth bore, one six and a half inch rifle, and one eight and a half inch smooth bore, all on pivot, with a crew, all told, of ninety-four men. I am much indebted to the executive officer, H. J. Sleeper, for his cool, prompt, and officer-like conduct; he is a valuable officer. For the efficient handling of the vessel, I am much indebted to Acting Master N. M. Dyre, who had permission to go north on leave, but volunteered to remain to assist in the attack upon the forts. Acting Ensign John White was cool and deliberate, working his rifle gun with good effect. Acting Master's Mates Goodwin and Miller performed their duties with promptness and zeal, making good shots with their nine-inch guns. Acting Third Assistant Engineer King, who was much exposed at the engine-bell, never failed to pull the proper bell; and to the efficient arrangement of the engineer department and the prompt answer to the bells, I am indebted to First Assistant Engineer Atkin. The gunner, Mr. Lamén, attended in both shell-rooms and magazines, forward and aft, and kept the guns more than supplied. I cannot close this long report without calling your attention to Assistant Surgeon Payne, of this vessel. By his report we had one killed and two wounded. That evening there were placed on board this vessel some sixty badly wounded officers and men, to be conveyed to Pensacola. He was untiring in his attention, watching and tending them at all times. He deserves especial mention for his

great and successful exertions. This ship was struck eleven times, doing but little damage; shots mostly above the hull.

I herewith submit the reports of the executive officer and surgeon.

I am, very respectfully, your obedient servant,

JAMES E. JOUETT,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Ammunition consumed on board the United States steamer Metacomet, August 5, 1864.

Twenty-five charges powder, (ten pounds,) one-hundred pounder; fifteen shell, percussion, one-hundred pounder; ten shell, long five-second, one-hundred pounder; twenty charges powder, (ten pounds,) nine-inch gun; five shell, five-second, nine-inch gun; ten shell, ten-second, nine-inch gun; five shot, grape, nine-inch gun; two shot, solid, nine-inch gun; six shot, solid, (thirty-two pounds;) one hundred primers, cannon; five charges powder, (one pound,) howitzer; five shell, percussion, howitzer; five fixed ammunition, howitzer; four shrapnell, howitzer; two shell, fixed ammunition, howitzer.

I do certify that the above is a correct statement of the ammunition consumed on the fifth day of August, 1864.

Very respectfully,

JAMES LAMEN,
Acting Gunner.

Report of damages sustained by the United States steamer Metacomet during the engagement of the fifth instant.

One shell through starboard bow, exploding in the storeroom; one shell on port bow; one shot through foremast, cutting two forward shrouds, port side; one cutting off heads of fire-room ventilators; one through smoke-stack; one through escape-pipe; two bursting in starboard paddle-box; one through top of after pilot-house; one cutting mainsail in two; one striking and bending the after quarter davit.

Very respectfully,

HENRY J. SLEEPER,
Executive Officer.

Report of Lieutenant Commander B. Gherardi.

UNITED STATES STEAMER PORT ROYAL,
Mobile Bay, August 7, 1864.

SIR: I have the honor to inform you that on the morning of the fifth instant I took my position on the port side of the United States steamer Richmond, as her consort. I was able to open fire but twice—once as the rebel iron-clad Tennessee passed down the line; the second time as we kept away on a north-west course, I was able to bring the 10-inch pivot gun to bear on Fort Morgan, and the rifled guns to bear on Fort Gaines.

I am, very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

Report of Lieutenant Commander C. H. Greene.

UNITED STATES STEAMER OCTORARA,
Mobile Bay, August 6, 1864.

SIR: I have the honor to forward to you the various reports of damages and casualties on board.

I bear cheerful testimony to the good conduct of officers and men; part of the latter volunteered to work one of the Brooklyn's guns, and although I have not yet heard of them from Captain Alden, I have every reason to believe they bore their part well.

To Acting Volunteer Lieutenant Urann, executive officer, I am much indebted for his zeal and efforts in having the ship ready to go under fire.

Acting Master Billings, a volunteer from the Vincennes, kept his post faithfully, and though quite severely hurt, still remained.

To Acting Master Young, Acting Ensigns Dodge and McEntee, my thanks are due for their steadiness and promptness at their quarters.

The engineer department, under the charge of Mr. Shipman, acting chief engineer, was well attended to, and his subordinates' conduct met my approbation.

To Assistant Surgeon Dodge and Paymaster Pynchon, and in fact all, I tender my hearty thanks.

Very respectfully, your obedient servant,

C. H. GREENE,
Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

UNITED STATES STEAMER OCTORARA,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order of this day, I have the honor to submit the following report of damages done this ship by shot in passing the fort this morning. They are as follows:

One shot in starboard bow, entering just in wake of 100-pounder rifle; one on port bow abreast of foremast; one through each paddle-box, two in foremast, one through smoke-stack, and one in mainmast, cutting two shrouds of main rigging; one through the gig alongside; one cut one shroud on starboard side; one cut one shroud on port side; one cut pennant tackle on starboard side; one cut vang falls on starboard side; one struck and carried away awning frame on the stem, and went through ensign; one struck wheel on hurricane deck; one through boat on davit forward; one cut shroud on port side forward; one shot in forward part of forward guard starboard side; one through foresail.

Ammunition expended: Eight 10-pound charges for 100-pounder Parrott, and eight solid shot for 100-pounder.

Most respectfully, your obedient servant,

WILLIAM D. URANN,
Acting Volunteer Lieutenant and Executive Officer.
 Lieut. Commander C. H. GREENE.

UNITED STATES STEAMER OCTORARA,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order of this day, I have the honor to submit the following report of damages done to the engineer department of this vessel dur-

ing the action of the morning. They are as follows, namely: three shots through the starboard wheel, carrying away a portion of three inner rings and three arms; one shot through the smoke-pipe of boilers, about twenty feet above the hurricane deck.

Most respectfully, your obedient servant,

WILLIAM W. C. SHIPMAN,

Acting First Assistant Engineer, in charge.

Lieut. Commander C. H. GREENE.

UNITED STATES STEAMER OCTORARA,

Mobile Bay, August 5, 1864.

SIR: The following is the amount of shot and ammunition expended in passing the fort this morning:

Eight 10-pound charges for 100-pounder rifle; eight shot for 100-pounder rifle.

Respectfully, yours, &c.,

WILLIAM D. URANN,

Acting Volunteer Lieutenant and Executive Officer.

Lieut. Commander C. H. GREENE.

Report of Lieutenant Commander W. P. McCann.

UNITED STATES STEAMER KENNEBEC,

Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the enclosed reports of casualties, injuries sustained, and of ammunition expended on board of this vessel during the action with Forts Morgan and Gaines and the rebel flotilla, and while pursuing the rebel gunboat Morgan toward Dog River bar.

The officers and crew of the Kennebec performed their duties gallantly under the enemy's fire. When lashed alongside the Monongahela, I sent Acting Ensign J. D. Ellis, in charge of a gun's crew, to work a gun there, under the observation of Captain Strong, where he acted nobly.

I beg leave to call your attention to the good conduct of Acting Ensign H. E. Tinkham, who, when seriously wounded by the explosion of a shell from the rebel ram Tennessee, and when the vessel was supposed to be on fire, refused to leave his station. It affords me pleasure to bring to your favorable notice Acting Volunteer Lieutenant Edward Baker, the executive officer, Acting Ensign J. J. Butler, and Second Assistant Engineer L. W. Robinson. Acting Assistant Surgeon George W. Hatch rendered the most prompt assistance to the wounded. The crew fully sustained the proud reputation of the American sailor for courage and bravery.

Very respectfully, your obedient servant,

W. P. McCANN,

Lieutenant Commander, Commanding the Kennebec.

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

UNITED STATES GUNBOAT KENNEBEC,

Mobile Bay, August 6, 1864.

SIR: The following are the injuries sustained by this vessel in the action of the fifth instant.

One shot on starboard quarter, demolishing mooring chock, and passing through main rail in port side, also injured deck.

A shell from rebel ram Tennessee exploded in ship's side, below spurketing, causing the following damage :

Double iron chain stops broken, horizontal knee-stay torn away, four deck planks broken and partially blown away, two side planks broken; water-way and side timber broken and partially blown away; bulwarks and hammock rail broken; six planks on berth deck broken; two planks on port bow injured by collision with ram, which vessel left her boat across our bow, and iron davit on our port anchor.

Very respectfully, your obedient servant,

EDWARD BAKER,

Acting Volunteer Lieutenant, Executive Officer.

Lieut. Commander WM. P. McCANN,

Commanding United States Steamer Kennebec.

UNITED STATES STEAMER KENNEBEC,

Mobile Bay, August 6, 1864.

SIR: The following is the amount of ammunition expended by this vessel in the action of the fifth instant, namely :

Eight 11-inch shells, twenty-five 20-pound rifle shells. Powder: Two 20-pound 11-inch charges; six 15-pound 11-inch charges; twenty-five 2-pound charges for rifle; thirty-three cannon primers. Total rounds, thirty-three.

Very respectfully, your obedient servant,

H. E. TINKHAM,

Acting Ensign, in charge of ordnance.

Lieut. Commander WM. P. McCANN,

Commanding United States Steamer Kennebec, Mobile Bay.

Report of Lieutenant Commander George Brown.

UNITED STATES STEAMSHIP ITASCA,

Mobile Bay, August 6, 1864.

ADMIRAL: I have the honor to make the following report of the part taken by this vessel in the engagement of the fifth instant :

In obedience to your orders, this vessel was secured on the port side of the Ossipee, to aid her should she become disabled.

After having passed Fort Morgan, I cast off from the Ossipee, and started under sail and a full head of steam in pursuit of the rebel gunboats Morgan and Selma, that were being engaged by the Metacomet; but before I came within range the Morgan had succeeded in getting in such a position that I could not cut off her retreat toward Fort Morgan, and the Selma had struck her flag to the Metacomet.

I take pleasure in testifying to the spirited willingness and desire manifested by all under my command to take a more active part in the engagement, but the duty assigned us prevented us from using our guns in passing Fort Morgan, except for the purpose of increasing the density of smoke.

I am happy to be able to report that no casualties occurred.

The vessel was struck once in the mainmast.

I am, sir, very respectfully, your obedient servant,

GEORGE BROWN,

Lieutenant Commander.

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

Report of Lieutenant Commander G. H. Perkins.

UNITED STATES MONITOR CHICKASAW,
Mobile Bay, August 7, 1864.

SIR: I have the honor to submit the following report:

At six a. m., on Friday, August 5, in obedience to orders, I got under way, and took my position in the rear of the Winnebago, on the right of the line. I passed the forts with the rest of the fleet, firing as rapidly as possible.

Afterwards, in obedience to orders, I attacked the rebel ram Tennessee, following her up closely, shooting away her smoke-stack, and firing solid shot at her till her flag was hauled down and a white flag raised. Her steering gear being shot away, I took her in tow and brought her to anchor near the Hartford. In the afternoon of the same day I again got under way, and brought a large barge, the Ingomar, out from under the guns of Fort Powell, exchanging several shot, and being struck three times.

On the morning of the sixth I proceeded again to Fort Powell, which I found deserted and blown up. I towed out another barge.

In the afternoon I advanced and shelled Fort Gaines.

Too much praise cannot be given to all the officers and men for their coolness and efficiency under fire, and their endurance while at quarters.

I would mention, in particular, Acting Volunteer Lieutenant William Hamilton, the executive officer, who, when on his way home, condemned by medical survey, volunteered for this vessel. I owe much to him for his energy in fitting out the vessel, and for his gallantry and coolness during the fight. Acting Master E. D. Percy, who also volunteered for the vessel, and commanded the guns in the after turret, and Gunner John A. McDonald, who commanded the forward turret, deserve especial mention for the skill and rapidity with which they fought their batteries. Chief Boatswain's Mate Andrew Jones and Master-at-arms James Seanor, who, although their time was out, volunteered for the fight from the Vincennes, are entitled to honorable mention.

During the entire action the vessel was struck a number of times, the smoke-stack was shot almost entirely away, and one shot penetrated the deck on the starboard bow. No serious injury was suffered, and there were no casualties among officers or men.

I enclose the report of ammunition expended.

Respectfully, your obedient servant,

G. H. PERKINS, *Lieutenant Commander.*

Rear-Admiral D. G. FARRAGUT,

Flag-Ship Hartford.

UNITED STATES STEAMSHIP MONITOR CHICKASAW,
August 7, 1864.

SIR: I have the honor to report the following expenditures of ordnance and ordnance stores in the engagement of the 5th and 6th of August:

Shell expended upon Fort Morgan, seventy-five five-second; fifteen-pound charges, seventy-five. Shot, steel, expended upon ram Tennessee, four; shot, cast-iron, forty-eight; twenty-pound charges, fifty-two. Shell expended upon Fort Powell, twenty-five five-second; fifteen-pound charges, twenty-five. Shell expended upon Fort Gaines, fifteen five-second; sixteen ten-second; fifteen-pound charges, thirty-one; percussion primers expended, one hundred and ninety; lock-strings expended, two; sponges, two; rammers, one.

Very respectfully,

JOHN A. McDONALD, *Gunner.*

Lieut. Com'd'r. G. H. PERKINS,

Com'dg U. S. Steam Monitor Chickasaw.

Report of Lieutenant Charles L. Huntington.

UNITED STATES STEAM-SLOOP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: Commander Mullany having been seriously wounded, it devolves upon me to make a report of the part taken by the Oneida in the engagement with Fort Morgan and the enemy's vessels on the fifth instant.

I have but few data to guide me, Mr. Ebbetts, the captain's clerk, having been required below after Commander Mullany received his wound.

About half past three a. m. our consort, the Galena, came alongside, and we proceeded to lash the ships together.

At ten minutes past four we got under way, in obedience to signal, and took our station in line as per diagram furnished to the commanding officers.

At five minutes past seven a. m. Fort Morgan opened fire, and at fifteen minutes past seven we opened with the thirty-pounder Parrott from our topgallant forecastle; the Galena also firing with her one hundred-pounder Parrott rifle.

At twenty-five minutes past seven we commenced firing fifteen-second and ten-second shell from the eleven-inch pivot guns. At forty-five minutes past seven opened with our entire starboard broadside with five-second shell, also firing two-second eleven-inch shrapnell when abreast the fort. As the Oneida was the sternmost of the line, we had a good opportunity to observe the effects of the grape fired by the vessels ahead, and, it appearing to fall in the water, it was determined to use only five-second shell and shrapnell with short fuze.

Fort Morgan fired very vigorously upon us, and sustaining as we did for a while the fire of all its guns, the damages to the ship are very severe. At fifty minutes past seven a seven-inch rifle shell passed through the chain armor and the ship's side at the water-line into the starboard boiler, exploding there. Nearly the whole watch below of firemen and coal-heavers were scalded to death, or disabled by the escaping steam. This accident caused only a very temporary excitement on the part of the guns' crews near the fire-room and engine-room hatches, and the guns were gallantly served and fired while the steam was escaping. About this time also a seven-inch rifle shell entered at the water-line, exploded in the cabin, cutting both wheel-ropes; the relieving tackles were immediately manned and worked very promptly and skilfully under the supervision of Alexander Love, boatswain's mate.

Observing the enemy's iron-clad ram Tennessee to be approaching us, the guns were ordered to be loaded with increased charge of powder and solid shot. She passed alongside of us not more than two hundred yards distant, attempting to discharge her guns. Fortunately the primers failed to explode the charges in the guns three times, and she only succeeded in giving us one shot, which struck the after eleven-inch pivot gun on the chase.

Both train-tackles and one out-tackle of the forward eleven-inch gun having at this time been shot away, and the carriage of number five eight-inch gun having been disabled, we were only able to fire the after eleven-inch gun. The shot from this gun struck the ram.

The ram passing astern, delivered two raking fires into us, one of which disabled the twelve-pound howitzer on the poop, severely wounding Commander Mullany; the effect of the other one I am unable to state, but think the only damage from it was to our rigging.

The command of the ship now devolved upon me, and the management of the two vessels upon Lieutenant Commander Wells, of the Galena.

The battery was gallantly served while passing the forts, but the enemy raked us several times after our guns could not be brought to bear.

In passing the fort we received a shell forward on the berth deck which exploded, knocking out a dead-light on the port side, starting a fire on the top of

the magazine. Owing to the presence of mind of Acting Ensign Hall, commanding the powder division, and Gunner William Parker, the fire was promptly extinguished, and the supply of powder was as rapid as ever before.

At thirty-five minutes past eight signal was made that the captain was wounded, and also that our boiler was disabled; not being answered from the flag-ship, hauled down signals. About a quarter past nine repeated signals, and they were not answered, but signal was made from the flag-ship to run down at full speed the enemy's principal vessel. Answered the signal, but I am sure the admiral understands we could not obey it; we had no speed.

At ten o'clock a. m. the *Itasca*, Lieutenant Commander Brown, took us in tow and carried us to an anchorage. At eleven anchored in three and a quarter fathoms water, with thirty fathoms of chain, ready for slipping.

The officers and crew of the *Oneida* are proud to have served in your fleet, and they are proud of their gallant commander, J. R. M. Mullany, who gave us all so noble an example of unflinching courage and heroism. His coolness in action could not possibly have been surpassed. Having scarcely become acquainted with Commander Mullany, he having only been on board two days, the highest compliment that can be paid him is the confidence and spirit with which the crew went into action.

Too much praise cannot be awarded to Lieutenant C. S. Cotton, Lieutenant E. N. Kellogg, and Acting Ensign John Sears, commanding gun divisions, for the admirable examples of courage they afforded their men, and for their skill in directing the fire of the guns.

The conduct of Acting Ensign Charles V. Gridley (regular) is beyond all praise. He had charge of the master's division, and assisted in conning the ship from the topgallant forecastle.

Acting Ensign Hall's conduct has been previously mentioned. His duties were performed in the most satisfactory manner, and, under Almighty God, we probably owe to his presence of mind at the time of the fire on the berth deck the safety of the ship.

Acting Master's Mates Ed. Bird, Daniel Clark, and John Devereaux behaved courageously. Gunner Wm. Parker and Boatswain Hallowell Dickinson merit mention for their good conduct.

I leave it to Chief Engineer W. H. Hunt to speak of the officers and men under his immediate supervision, but must speak of him personally in this report. He was cool and collected during the whole affair, and his gallantry was particularly apparent at the time of the accident to our starboard boiler. Mr. Hunt was scalded severely in both arms.

Surgeon John Y. Taylor had a severe task imposed upon him, but his whole duty by the wounded was done quietly and skilfully. Medical assistance was offered from the *Galena*; it was accepted, and Acting Assistant Surgeon George P. Wright came on board, for which we owe him our thanks. At the time that our boiler was exploded, five of our wounded went on board the *Galena*; four subsequently returned—the other was suffering much pain, and remained on board until transferred to the *Metacomet*.

The safety of the ship after the explosion depended upon the *Galena*. That we are here quietly at anchor attests how nobly Lieutenant Commander Clark H. Wells stood by us.

Assistant Paymaster George R. Martin assisted the surgeon materially. He also superintended putting out a fire that broke out in the cabin. Paymaster's Clerk W. P. Treadwell rendered great service in passing orders to the bell, until he was required below to assist in caring for the wounded. He was quite badly scalded himself. Mr. George A. Ebbetts, captain's clerk, behaved splendidly. He was knocked down at the same time that Captain Mullany was

wounded. Whenever he could be spared from below, after this accident, he cheerfully rendered assistance in carrying orders.

The pilot, Mr. John V. Grivet, served part of the time on board the *Galena*, and part of the time on board this ship. That part of his conduct which came under my observation merits praise.

For the crew, they stood to their guns most nobly. Many deserve mention, but I shall only name those that came under my own observation. James Sheridan, quartermaster, captain of the after eleven-inch gun, was wounded in several places, but remained at his gun until the firing ceased, when he supplied the place of the signal quartermaster, who had been injured by a fall. Sheridan is very intelligent, understands the rudiments of navigation and the use of the sextant, and I recommend him to your favorable notice. John E. Jones, quartermaster, stationed at the wheel, was also wounded. After the wheel-ropes were shot away, he went on the poop to assist at the signals, and remained there until ordered to reeve new wheel-ropes. Wm. Gardner, seaman, behaved so coolly under fire as to draw my particular attention to him. John Preston, landsman, though severely wounded, remained at his gun until obliged to go to the surgeon. He reported himself slightly hurt, assisted in taking care of the wounded below, and wanted to return to his station on deck. On examination it was found that he was wounded quite severely in both eyes. Wm. Newland, ordinary seaman, first loader of after eleven-inch gun, behaved splendidly; he has been distinguished on board for his good conduct and faithful discharge of all his duties. David Nailor, landsman, powder-boy at the thirty-pounder Parrott rifle, had his passing-box knocked overboard out of his hand. The passing-box fell into one of the *Galena's* boats, which was right under our bow; Nailor jumped overboard, recovered his box and returned to his station. Charles Wooram, ordinary seaman, acting as an aid to the executive officer, distinguished himself by his cool courage; he carried orders intelligently and correctly. Thos. Kendrick, cockswain, a volunteer from the *Bienville*, attracted my attention by his excellent conduct.

The marines conducted themselves with the usual distinguished gallantry of their corps. Sergeant James S. Roantree is particularly deserving of notice.

We are grateful to Almighty God for his protection.

Enclosed are the reports of damages in the different departments of the ship.

Very respectfully, your obedient servant,

CHAS. L. HUNTINGTON,

Lieutenant, United States Navy.

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

UNITED STATES STEAM-SLOOP ONEIDA,

Mobile Bay, Alabama, August 6, 1864.

SIR: I beg leave to submit the following report of damages sustained in the engineer's department of this ship in her passage by Fort Morgan on the morning of the fifth instant.

A seven-inch Brooke's rifle projectile penetrated the forward out-board end of the starboard boiler, about eight inches above upper tube sheet, carrying away the entire sheet through which it entered, and, exploding inside the boiler, inflicted serious damage to the entire forward end of the same, destroying all the angle-iron and the fore and aft braces thereto attached, starting the tube sheets and all the tubes in the two forward tube boxes. Two of the heaviest fragments of the shell were driven through the front of the boiler, destroying the upper man-hole plate, the entire sheet to which it was attached, and starting the riveting of the adjoining sheets.

As soon as it was practicable, after this accident, the nature and extent of

the damages were ascertained, the connexion between the two boilers immediately shut off, and the engines operated with the remaining boiler.

I regret to state that through this accident to the starboard boiler First Assistant Engineer R. H. Fitch and six of the firemen and coal-heavers on watch below at the time, were seriously scalded by the hot water and escaping steam.

In its present condition the boiler is totally unfit for use. No further damages were sustained in this department. I cannot close this report without adverting to the coolness, zeal, and intrepidity displayed by the officers and men in general under my supervision.

Too much praise cannot be accorded to First Assistant Engineer R. A. Fitch, who, at the time of the injury to the boiler, displayed the utmost courage and coolness, remaining at his station in the execution of his duties until he was so badly scalded by the escaping steam as to be rendered almost helpless.

I desire also to refer in terms of the highest commendation to the conduct of Acting Third Assistant Engineer Nicholas Dillon, who, after the disabling of Mr. Fitch, rendered me invaluable assistance in discovering the nature of damages, and making the requisite provision for working the engines with the remaining boiler.

Very respectfully, your obedient servant,

WILLIAM H. HUNT,
Chief Engineer.

Lieutenant CHAS. L. HUNTINGTON,
Commanding United States Steamer Oneida.

UNITED STATES STEAM-SLOOP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: The following is a report of the damages in the master's department of this ship during the action of yesterday, namely:

One set wheel-ropes cut by shell; one tell-tale compass damaged; one Mobile bay chart damaged; one spy-glass badly damaged; one binnacle lamp lost overboard; two wardroom chairs broken by shell; one lead and line lost overboard; two sets signal halliards cut by shell; fifteen fathoms stream chain on fire-room hatch cut by shot; twelve fathoms starboard bower chain on ship's side cut by shell; seven fathoms sheet chain on engine-room hatch cut by shot; all cabin furniture destroyed entirely or badly damaged; one six-inch hawser cut badly.

Very respectfully,

E. N. KELLOGG,
Lieutenant, in charge of Master's Department.

Lieutenant C. L. HUNTINGTON,
Senior Officer on Board.

UNITED STATES SHIP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of damages and injuries sustained in the gunner's department of this ship in the action of yesterday:

No. 3 gun—forward eleven-inch pivot; one in-tackle carried away by shot; one out-tackle carried away by shot.

No. 4 gun—eight-inch broadside; one side-tackle carried away by shot; train-tackle carried away by shot. , 1864.

No. 5 gun—eight-inch broadside; carriage badly damaged, breast-plate your super- away, brackets on left side of carriage badly injured. Put up the

Shell-crane and tackle at fore hatch broken by shot; one rammermen with

overboard; one handspike broken; two boring bits broken; one priming wire broken.

No. 6 gun—after eleven-inch pivot; chase of gun dented and cracked by shot; brackets on right side of carriage badly splintered and dented by expansion band of a shell striking them and remaining in them, fracturing the breeching also, making it unsafe for use; twelve-pounder howitzer boat-carriage disabled.

Very respectfully,

WILLIAM PARKER, *Gunner.*

Lieutenant CHARLES L. HUNTINGTON,

Executive Officer, United States Steamer Oneida.

UNITED STATES STEAMER ONEIDA,

Mobile Bay, August 5, 1864.

SIR: I respectfully beg leave to submit the following report of injuries received by this ship in her rigging during the action of this day:

Starboard fore trysail vang shot away; port bowsprit guy shot away; three shrouds of starboard main rigging injured by shot; (one cut in two,) starboard main topmast backstay cut; mizzen-stay shot away; main spencer brail shot away; topping-lift of whale boat's davits shot away; awning ridge rope, starboard side, shot away; spanker brails shot away.

Very respectfully,

HALLOWELL DICKINSON,

Boatswain.

Lieutenant CHARLES L. HUNTINGTON,

Executive Officer, United States Steamer Oneida.

UNITED STATES STEAM-SLOOP ONEIDA,

Mobile Bay, August 6, 1864.

SIR: The following is a list of casualties in the carpenter's department of this ship during the engagement of the 5th of August:

All the berths, bulkheads, and furniture in the cabin a total wreck, caused by the explosion of a seven-inch shell which entered at the water-line. One seven-inch rifle shell passed through the chain-armor and ship's side at the water-line, entered the starboard boiler, and then exploded. One eight-inch solid shot entered the mainmast, doing serious damage, and remains there yet. One shot through ash-shoot, through combings of fire-room, and out through port side.

Fore topmast slightly wounded by piece of shell; spanker-gaff in like manner.

Shot through starboard bow, below spar deck, across berth deck, out through port bow.

Two raking shots from aft struck the topgallant forecastle, one passing out through starboard bow, one out through port bow.

First cutter damaged by a piece of shell; second cutter and whale-boat badly damaged.

Very respectfully, your obedient servant,

CHARLES L. HUNTINGTON,

Lieutenant and Executive Officer.

Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

UNITED STATES STEAMSHIP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: The following is a list of casualties in the sailmaker's department during the engagement of the 5th of August:

Shot-holes in foresail, fore-staysail, and mainsail; spanker badly cut by shot; wind-sails for fire-room and engine-room rendered unfit for use; several shot-holes in hammock cloths.

Very respectfully, your obedient servant,

CHARLES L. HUNTINGTON,
Lieutenant and Senior Officer on board.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. Squadron.

UNITED STATES STEAM-SLOOP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the expenditures of ammunition, &c., on board this ship in the action of yesterday:

Four hundred and sixty-five pounds of powder in thirty-one bags of fifteen pounds each; twenty pounds of powder in one bag of twenty pounds; forty-five pounds of powder in five bags of nine pounds each; one hundred and eighty-four pounds of powder in twenty-three bags of eight pounds each; eighty-four pounds of powder in twenty-four bags of three and a half pounds each; two solid shot, eleven-inch; three shrapnell, eleven inch; six shells, eleven-inch, fifteen-second; fourteen shells, eleven-inch, ten-second; seven shells, eleven-inch, five-second; eight shells, eight inch, ten-second; nine shells, eight-inch, fifteen-second; nine shells, eight-inch, five-second; two solid shot; eight shells, rifle, thirty-pounder, five-second; five shells, rifle, thirty-pounder, ten-second; seven shells, rifle, thirty-pounder, fifteen-second; four solid shot; one shrapnell, twenty-four-pounder howitzer; three shrapnell, twelve-pounder howitzers; two canister, twelve-pounder howitzer; sixty cannon primers; twenty-four friction primers.

Very respectfully, your obedient servant,

WILLIAM PARKER, *Gunner.*

Lieutenant CHAS. L. HUNTINGTON,
Commanding United States Steamship Oneida.

Forwarded, though I am confident that more shrapnell and less ten-second hell were fired.

Respectfully, your obedient servant,

CHARLES L. HUNTINGTON,
Lieutenant United States Navy.

General Orders of Rear-Admiral Farragut, Nos. 10, 11, 12, and 13.

[General Order No. 10.]

UNITED STATES FLAG-SHIP HARTFORD,
Off Mobile Bay, July 12, 1864.

Strip your vessels and prepare for the conflict. Send down all your superfluous spars and rigging. Trice up or remove the whiskers. Put up the splinter-nets on the starboard side, and barricade the wheel and steersmen with

sails and hammocks. Lay chains or sand-bags on the deck over the machinery, to resist a plunging fire. Hang the sheet-chains over the side, or make any other arrangement for security that your ingenuity may suggest. Land your starboard boats, or lower and tow them on the port side, and lower the port boats down to the water's edge. Place a leadsman and the pilot in the port-quarter boat, or the one most convenient to the commander.

The vessels will run past the forts in couples, lashed side by side, as herein-after designated. The flag-ship will lead, and steer from Sand island N. by E. by compass, until abreast of Fort Morgan; then N. W., half N., until past the Middle Ground; then N. by W.; and the others, as designated in the drawing, will follow in due order, until ordered to anchor; but the bow and quarter line must be preserved, to give the chase-guns a fair range; and each vessel must be kept astern of the broadside of the next ahead. Each vessel will keep a very little on the starboard quarter of his next ahead, and when abreast of the fort, will keep directly astern, and as we pass the fort will take the same distance on the port-quarter of the next ahead, to enable the stern-guns to fire clear of the next vessel astern.

It will be the object of the admiral to get as close to the fort as possible before opening fire; the ship, however, will open fire the moment the enemy opens upon us, with their chase and other guns, as fast as they can be brought to bear. Use short fuzes for the shell and shrapnell, and as soon as within three or four hundred yards, give the grape. It is understood that heretofore we have fired too high; but with grape-shot, it is necessary to elevate a little above the object, as grape will dribble from the muzzle of the gun. If one or more of the vessels be disabled, their partners must carry them through, if possible; but if they cannot, then the next astern must render the required assistance; but as the admiral contemplates moving with the flood-tide, it will only require sufficiently power to keep the crippled vessels in the channel.

Vessels that can, must place guns upon the poop and topgallant forecastle, and in the tops on the starboard side. Should the enemy fire grape, they will remove the men from the topgallant forecastle and poop to the guns below, until out of grape range.

The howitzers must keep up a constant fire from the time they can reach with shrapnell until out of its range.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

[General Order No. 11.]

FLAG-SHIP HARTFORD,
Mobile Bay, July 29, 1864.

Should any vessel be disabled to such a degree that her consort is unable to keep her in her station, she will drop out of line to the westward, and not embarrass the vessels next astern by attempting to regain her station. Should she repair damages so as to be able to re-enter the line of battle, she will take her station in the rear as close to the last vessel as possible.

So soon as the vessels have passed the fort and kept away northwest, they can cast off the gunboats at the discretion of the senior officer of the two vessels, and allow them to proceed up the bay to cut off the enemy's gunboats that may be attempting to escape up to Mobile. There are certain black buoys placed by the enemy from the piles on the west side of the channel across it towards Fort Morgan. It being understood that there are torpedoes and other obstructions between the buoys, the vessels will take care to pass eastward of the easternmost buoy, which is clear of all obstructions.

So soon as the vessels arrive opposite the end of the piles, it will be best to stop the propeller of the ship, and let her drift the distance past by her headway and the tide; and those having side-wheel gunboats will continue on by the aid of their paddle-wheels, which are not likely to foul with the enemy's drag-ropes.

D. G. FARRAGUT,
Rear-Admiral.

[General Order No. 12.]

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

The admiral returns thanks to the officers and crews of the vessels of the fleet for their gallant conduct during the fight of yesterday.

It has never been his good fortune to see men do their duty with more courage and cheerfulness; for, although they knew that the enemy was prepared with all devilish means for our destruction, and though they witnessed the almost instantaneous annihilation of our gallant companions in the *Tecumseh* by a torpedo, and the slaughter of their friends, messmates, and gunmates on our decks, still there were no evidences of hesitation in following their commander-in-chief through the line of torpedoes and obstructions, of which we knew nothing, except from the exaggerations of the enemy, who had given out "That we should all be blown up as certainly as we attempted to enter."

For this noble and implicit confidence in their leader he heartily thanks them.

D. G. FARRAGUT,
Rear Admiral, Commanding W. G. B. Squadron.

[General Order No 13.]

FLAG-SHIP HARTFORD,
Mobile Bay, August 7, 1864.

The admiral desires the fleet to return thanks to Almighty God for the signal victory over the enemy on the morning of the 5th instant.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Letter from Rear-Admiral Farragut, transmitting additional report of Captain T. A. Jenkins.

FLAG-SHIP HARTFORD,
Mobile Bay, August 17, 1864

SIR: I have the honor to forward herewith an additional report of Captain Jenkins, in connexion with the engagement of the 5th instant, which was not received in time to accompany my detailed despatch No. 343.

Lieutenant Commander Gherardi's conduct is referred to in this report in high terms.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional report of Captain T. A. Jenkins.

UNITED STATES STEAMSHIP RICHMOND,
Inside of Mobile Bay, August 5, 1864.

SIR: I have the honor to report, that, in obedience to your general order and plan of battle for attacking Fort Morgan and the rebel fleet, Lieutenant Commander Bancroft Gherardi, commanding the United States steamer Port Royal, reported himself with his vessel to me, ready for action a little before daylight this morning.

The Port Royal was lashed on the port side of this vessel, with her stern pivot gun sufficiently far aft of the quarter of this ship to enable it to be used against the enemy as effectively as one of my own broadside guns.

To Lieutenant Commander Gherardi I am greatly indebted for his cool and courageous conduct, from the moment the attack commenced to the time that his vessel was cast off by my order to go in chase of the enemy's three wooden gunboats, the Morgan, Gaines, and Selma.

My orders on board of this ship to the helmsman, and to the officer stationed at the engine-bell, were repeated by him on board of his own vessel, and the soundings passed from his vessel to this with a coolness and clearness of voice that could not but excite my admiration.

The after pivot gun of the Port Royal (the only one that could be brought to bear upon the enemy's batteries from that vessel) was worked most effectively.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, inside of Mobile Bay.

ter from Rear-Admiral Farragut, transmitting report of survey on rebel ram Tennessee.

FLAG-SHIP HARTFORD,
West Gulf Blockading Squadron, August 16, 1864.

SIR: I have the honor to inform the department that on the 6th instant I ordered a survey to be made of the hull, armor, &c., of the iron-clad Tennessee, and I herewith submit the report, (order of survey and report marked Nos. 1 and 2,) as well as a sectional view of the vessel made by Second Assistant Engineer J. DeGraff, of this ship, and a drawing in water-colors by Second Assistant Engineer Robert Weir, of the Richmond.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

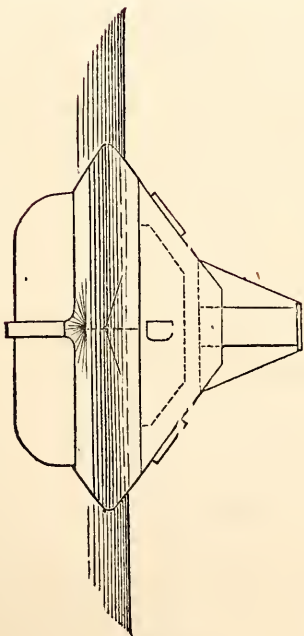
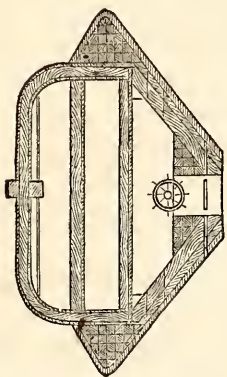
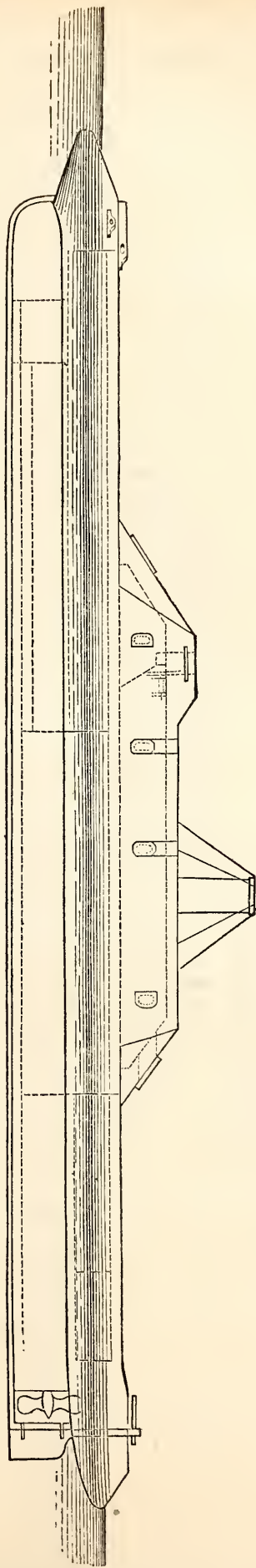
Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of survey on the rebel ram Tennessee.

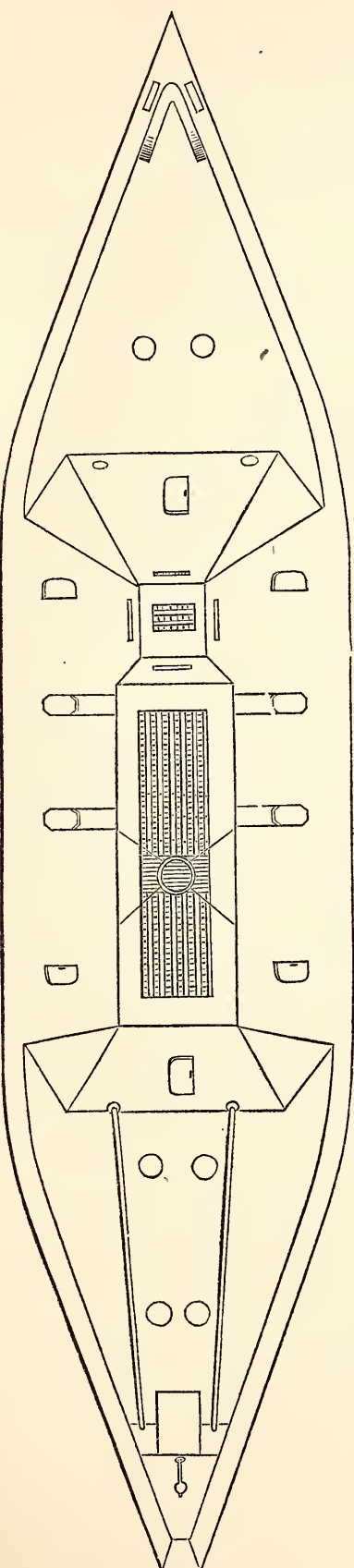
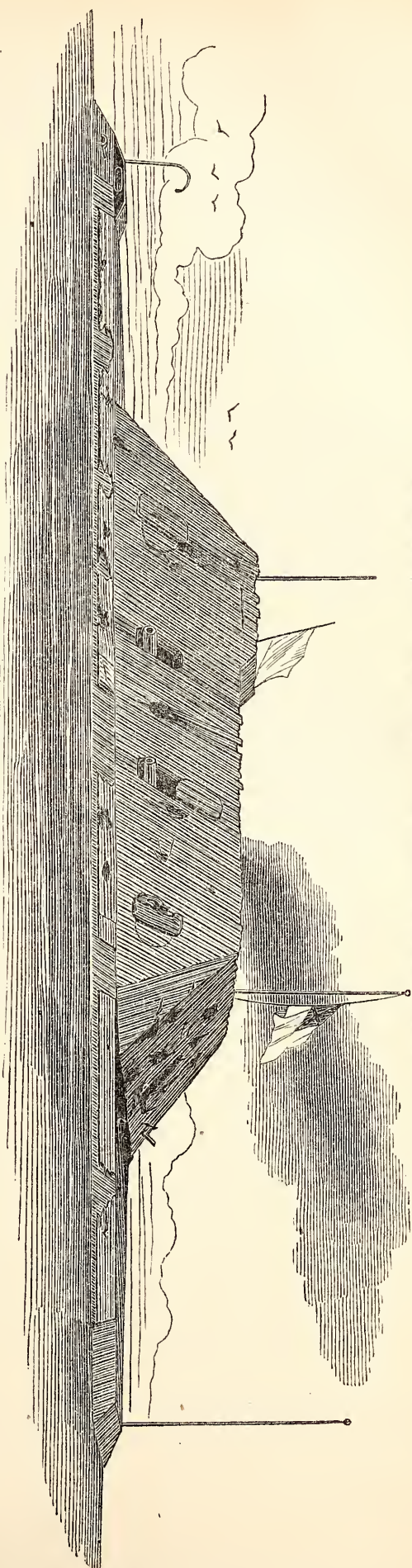
FLAG-SHIP HARTFORD,
Mobile Bay, August 6, 1864.

GENTLEMEN: You will please make a strict and careful survey on the rebel iron-clad steamer Tennessee, captured in the engagement of yesterday, describing her hull, armor, machinery, armament, ammunition, the injuries to the vessel by shot, and those received when struck by the Monongahela, Lackawanna, and Hartford.





REBEL RAM "TENNESSEE,"



Surrendering to the U. S. Squadron, Rear Admiral D. G. Farragut.—Mobile Bay, August 5, 1864.

You will also state the repairs necessary to be made to put her again in serviceable condition, and the general internal arrangement of the vessel for light and ventilation, reporting to me in duplicate.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Captain T. A. JENKINS.

Captain JAMES ALDEN,

Commander W. E. LE ROY.

Chief Engineer THOMAS WILLIAMSON.

UNITED STATES STEAM-SLOOP RICHMOND,
Inside of Mobile Bay, August 13, 1864.

SIR: In obedience to your order of the 6th instant, hereunto appended, we have the honor respectfully to report that we have made a strict and careful survey of the iron-clad casemated steamer Tennessee, captured from the rebels in the engagement in this bay, on the morning of the 5th instant, by the fleet under your command, and submit as follows, namely:

DESCRIPTION OF TENNESSEE'S HULL.

The hull of the vessel appears to be exceedingly strongly built in every part, the materials being oak and yellow pine, with iron fastenings. Length from stem to stern on deck, two hundred and nine feet. Greatest breadth of beam on deck, forty-eight feet. Mean average draught of water, about fourteen feet.

The deck is covered fore and aft with wrought-iron plates two inches thick.

The sides of the vessel are protected by an overhang, sponsoned, and covered with two layers of two-inch wrought iron.

This overhang extends about six feet below the water-line.

The sides of the vessel below the deck are believed to be eight feet thick, and the distance from the knuckle, or outside of the overhang on deck, to the base of the casemate on either side, is ten feet.

The vessel is provided with a strong beak or prow, which projects about two feet under water, formed by the continuation of the sponsoning, and covered with wrought-iron plates.

CASEMATE.

The casemate of the vessel is very strongly built. It is seventy-eight feet eight inches long, and twenty-eight feet nine inches wide inside, the sides of the vessel extending ten feet from it on either side at the greatest breadth of beam.

The framing consists of heavy yellow pine beams, thirteen inches thick, and placed close together vertically. Outside planking of yellow pine, five and a half inches thick, laid on horizontally, and outside of this horizontal planking there is a layer of oak timber four inches thick, bolted on vertically, upon which the iron plating is secured.

The plating or armor of the casemate forward is six inches thick, consisting of three two-inch iron plates, of about six inches wide each, and abaft and on the sides five inches thick, consisting of two two-inch and one one-inch iron plates of the same width.

The yellow pine framing of the casemate is planked over inside with two and a half inch oak timber laid on diagonally.

The whole of the armor plating is fastened with through-bolts, one and a quarter inch diameter, with washers and nuts inside.

The casemate is covered on top with wrought-iron gratings, composed of bars two inches thick and six inches wide, laid flat, and supported on wooden beams twelve inches square, and about five feet distant from each other. Some of these gratings are hinged and fitted to open from the inside.

There are ten gun-ports in the casemate—two in the broadside, on either side, three forward and three aft.

The forward and after ports, to port and starboard, are placed so as to enable the forward and after pivot guns to be used as broadside guns. The directly forward and after ports are on a line with the keel.

The ports are elongated and made just wide enough for the entrance of the muzzle of the guns in training, and only high enough to allow a moderate elevation and depression of the gun.

The wooden backing is cut away on each side of the ports inside of the casemate, to allow the guns to be trained about one point forward and aft. The gun-ports are covered with wrought-iron sliding plates or shutters five inches thick; those for the four broadside guns are fitted in slides. The sliding plates or shutters for the pivot-guns are pivoted on the edge, with one bolt that can be knocked out, detaching the shutter, if necessary, and are worked by a combination of racks and pinions.

ARMAMENT.

The armament of the Tennessee consists of six rifled guns, called by the rebels Brooks's rifles.

The two pivot guns are 7 $\frac{1}{8}$ -inch bore, and the four broadside guns are 6-inch bore. These guns are reinforced abaft by two wrought-iron bands, two inches thick, respectively. Weight of projectiles ninety-five pounds and one hundred and ten pounds solid shot.

The pivot guns are fitted on wooden slides, with a rack let into them. On an arm attached to the carriage there is a pinion for running out the gun, and by raising the arm the rack is thrown out of gear to allow the gun to recoil.

The arrangements for working the battery, and the implements and machinery employed, appear to be very good.

QUARTERS FOR OFFICERS AND CREW.

The cabin is large and comfortable for an iron-clad vessel.

The wardroom is situated immediately over the engine, and is open to it, and although sufficiently commodious, we are of opinion that it would be impossible for officers or others to preserve their health or to live there comfortably for any considerable length of time, in the absence of a better and more perfect ventilation than is at present provided.

The quarters of the crew are excellent, and exceedingly comfortable for an iron-clad vessel of her description. These quarters consist of a roomy berth deck, with rooms fitted up on either side for the junior officers.

The berth deck communicates with the casemate by means of a large hatch, and is provided with two large ventilators through the deck, outside of the casemate.

When in port, and in moderately smooth sea, it is believed that the berth deck will be found to be sufficiently well ventilated to insure a reasonable degree of comfort to the crew; but when the ventilators are unshipped, it is believed that the one blower now on board (and which is also used for forcing the fires) is not sufficient to produce a proper circulation of fresh air.

The steering arrangements appear to be very defective, and the accommodations for the pilot and helmsman bad. These defects can, however, be easily remedied and at a small cost.

REPORT OF THE SECRETARY OF THE NAVY.

MACHINERY.

The machinery of the vessel consists of two geared non-condensing engines. Cylinders twenty-four inches diameter and seven feet stroke, with poppet-valves arranged as is the usual mode on board of western river steamers.

These engines were taken out of the river steamer called the *Alonzo Child*.

They are placed fore and aft in the vessel, geared to an idler shaft by spur gearing with wooden teeth, and from the idler shaft to the propeller shaft by bevel cast-iron gear.

BOILERS.

There are four horizontal flue-boilers, twenty-four feet long, placed side by side, with one furnace under the whole of them; the products of combustion returning through the flues are delivered into one smoke-pipe.

The engine and fire rooms are insufferably hot and very badly ventilated.

INJURIES RECEIVED IN THE ACTION.

The injuries to the casemate of the *Tennessee* from shot are very considerable. On its after-side nearly all the plating is started; one bolt driven in; several nuts knocked off inside; gun-carriage of the after pivot gun damaged, and the steering rod or chain cut near that gun. There are unmistakable marks on the after part of the casemate of not less than nine eleven-inch solid shot having struck within the space of a few square feet in the immediate vicinity of that port. On the port side of the casemate the armor is also badly damaged from shot. On that side, nearly amidships of the casemate, and between the two broadside guns, a fifteen-inch solid shot knocked a hole through the armor and backing, leaving on the inside an undetached mass of oak and pine splinters, about three by four feet, and projecting inside of the casemate about two feet from the side. This is the only shot that penetrated the wooden backing of the casemate, although there are numerous places on the inside, giving evidence of the effect of the shot.

There are visible between forty and fifty indentations and marks of shot on the hull, deck, and casemate, varying from very severe to slight; nine of the deepest indentations on the after part of the casemate, (evidently being eleven-inch shot,) and the marks of about thirty of other calibres on different parts of the vessel.

There are also a few other marks, being, however, merely scratches or slight indentations of the plating.

The smoke-stack was shot away, although it is not improbable the heavy ramming by the *Monongahela*, *Lackawanna*, and *Hartford*, had previously prepared it for its fall.

Three of the wrought-iron port shutters or slides were so much damaged by shot as to prevent the firing of the guns.

There are no external visible marks or evidences of injury inflicted upon the hull of the *Tennessee* by the severe ramming by the *Monongahela*, *Lackawanna*, and *Hartford*; but inasmuch as the decks leak badly, and when there is a moderate sea running in the bay, her reported usual leakage of three inches an hour being now increased to five or six inches an hour, it is fairly to be inferred that the increased leakage is caused by the concussion of the vessels.

The *Tennessee* is in a state to do good service now.

To restore her to the state of efficiency in which she was when she went into the action with this fleet on the fifth instant, it will be necessary to overhaul much of the iron plating on the port and after sides of the casemate, and replace some of it.

The iron gun-port slides or shutters, which were damaged, must be either removed or repaired.

A new smoke-stack is required, and additional ventilators should be fitted.

Blowers are required to produce proper ventilation in the engine-room and on the berth deck.

When these small repairs and additions shall have been made, the iron-clad Tennessee will be a most formidable vessel for harbor and river service, and for operating generally in smooth water, both offensively and defensively.

The original of this report is accompanied by sectional views of the Tennessee and a sketch showing the effect of shot on the outside.

We are, very respectfully, your obedient servants,

THORNTON A. JENKINS, *Captain.*

JAMES ALDEN, *Captain.*

WILLIAM E. LEROY, *Commander.*

T. WILLIAMSON, *Chief Engineer.*

Rear-Admiral D. G. FARRAGUT,

Com'dg W. G. B. Squadron, U. S. Flag-Ship Hartford.

Letter from Rear-Admiral Farragut, transmitting additional reports of Captains Drayton, Jenkins, and Marchand.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

Mobile Bay, August 22, 1864.

SIR : I have the honor to forward herewith the reports of Captain Drayton, of the Hartford, Captain Jenkins, of the Richmond, and Captain Marchand, of the Lackawanna, (marked Nos. 1, 2, and 3,) calling the attention of the department to such of the petty officers and crew of their respective ships as particularly distinguished themselves in the action of the 5th instant, entitling them to special notice.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Captain P. Drayton.

FLAG-SHIP HARTFORD,

Mobile Bay, August 9, 1864.

SIR : I beg leave to call your attention to the conduct of the following petty officers and others of this vessel, during the action of the 5th instant, which I think entitles them to the medal of honor.

1. Thomas Fitzpatrick, cockswain, was captain of No. 1 gun. His gun was almost disabled by the bursting of a shell, which destroyed much of the material and killed seven men, besides wounding several others, and among them himself. Notwithstanding this, he had the killed and wounded quietly removed, replaced the breeching, side-tackle and truck, &c., which had been cut to pieces, got a crew, and in a little while was firing the gun again as usual. I recommend that, in addition to the medal, he be made a master's mate.

2. Charles Melville, ordinary seaman. This man, a loader at the same gun, was severely wounded by a piece of the shell. He was taken below, but would not remain there, and although scarcely able to stand, performed his duty until the end of the action.

3. William E. Stanley, shellman at No. 8 gun, was severely wounded, but refused to go below, and continued to perform his duties until at length he became so weak from loss of blood as to be unable to stand.

4. William Pelham, landsman. When the crew of the gun to which he belonged was entirely broken up, owing to the number of its killed and wounded, he assisted to remove the latter below, and then immediately returned, and, without any direction to do so, took his place at the adjoining gun, where a vacancy existed, and continued to perform his duties there most faithfully for the remainder of the action.

5. John McFarlan, captain of forecastle, was at the wheel, which has been his station in all of the previous fights of this ship. As on every other occasion, he displayed the utmost coolness and intelligence throughout the action. When the Lackawanna ran into us, and for a moment there was every appearance of the men at the wheel being crushed, he never left his station, nor ceased for an instant to attend strictly to his duties. This evidence of coolness and self-possession, together with his good conduct in the other battles of the Hartford, I hope will entitle him to the medal.

6. James R. Garrison, coal-heaver, had one of his great toes shot off; but, without leaving his station at the shell whip, bound up the wound, and remained at work until again severely wounded.

7. Thomas O'Connell, coal-heaver. Although on the sick list and quite unwell, he went to his station at the shell whip, where he remained until his right hand was shot away.

8. Wilson Brown, landsman, was stationed at the shell whip on the berth deck. A man was killed on the ladder above him, and thrown with such violence against Brown as to knock him into the hold, where he lay for a short time senseless, but, on recovering, he immediately returned to his station, though, besides himself, only one of the original six belonging there had escaped.

9. John Lamson, landsman, was one of the six men stationed at the shell whip on the berth deck; a shell killed or wounded the whole number. Lamson was wounded in the leg, and thrown with great violence against the side of the ship, but as soon as he recovered himself, although begged to go below, he refused, and went back to the shell whip, where he remained during the action.

10. George Mellaage, paymaster's steward, although quite badly hurt by splinters, refused to leave his station, and performed very efficient service until the end of the action.

Very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Captain T. A. Jenkins.

UNITED STATES STEAM-SHIP RICHMOND,
Inside of Mobile Bay, August 10, 1864.

SIR: In my report of the fifth instant I expressed my great admiration of and thanks for, the cool and courageous conduct of every officer and of every man serving on board of this ship in the terrible conflict with the rebel batteries at Fort Morgan, the iron-clad Tennessee, and gunboats Selma, Morgan, and Gaines, on the morning of that day.

I consider it, however, but an act of plain and simple duty on my part to go further now, and respectfully invite your attention, and that of the department through you, to the highly meritorious conduct of the under-mentioned petty officers and seamen on board of this ship, who exhibited on that memorable

occasion, and in conflict with the rebels previously, a will and determination, and set an example to their shipmates and messmates worthy, in my opinion, of the highest commendation.

1. William Densmore (chief boatswain's mate) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He has been in the naval service twelve years; was on board the sloop-of-war *St. Louis*, blockading off Pensacola and the head of the passes of the Mississippi until the expiration of his term of service in 1861; reshipped the same year, and joined the *Brooklyn*; was in the actions with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; was in the action with the Chalmette batteries; present at the surrender of New Orleans; and on board the *Brooklyn* in the attacks upon the batteries below Vicksburg, in 1862. Joined the *Richmond* in September, 1863.

2. Adam Duncan (boatswain's mate) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He has been six years in the naval service; was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; was in the action with the Chalmette batteries; present at the surrender of New Orleans; and on board the *Brooklyn* in the attack upon the batteries below Vicksburg, in 1862. Joined the *Richmond* in September, 1863.

3. Charles Deakin (boatswain's mate) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He deserves special notice for his good example and zeal in going to and remaining at his quarters during the whole action, although quite sick. He has been in the naval service six years; was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; was in the action with the Chalmette batteries; present at the surrender of New Orleans; and on board the *Brooklyn* in the attack upon the batteries below Vicksburg, in 1862. Joined the *Richmond* in September, 1863.

4. Cornelius Cronan (chief quartermaster) is recommended for coolness and close attention to duty in looking out for signals, and steering the ship in the action in Mobile bay, on the morning and forenoon of August 5, 1864. He has been in the naval service eight years. Joined the *Brooklyn* in December, 1861; was in the actions with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; was in the action with the Chalmette batteries; present at the surrender of New Orleans; and in the attack on the batteries below Vicksburg, in 1862. Joined the *Richmond* in September, 1863.

5. William Wells (quartermaster) is recommended for coolness and close attention to duty as leadsman and look-out in the action in Mobile bay on the morning and forenoon of August 5, 1864. Joined the *Brooklyn* in September, 1861; was in the action with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; and on board of the *Brooklyn* in the attack upon the batteries below Vicksburg, in 1862. He received two wounds in the left leg, and a severe one in the head, in the engagements with Forts Jackson and St. Philip, April 24, 1862, the latter causing "opacity of the cornea, and loss of vision of the right eye," as certified by the surgeon of the *Brooklyn*. Joined the *Richmond* in September, 1863.

6. Henry Sharp (seaman) is recommended for coolness and courage as captain of 100-pounder rifle gun on topgallant forecandle in the action in Mobile bay on the morning and forenoon of August 5, 1864. He fought his gun when under the hottest fire from the enemy's batteries, at short-range, with a coolness and effectiveness that won not only the admiration of the commanding

officer of the division, but of all others who had an opportunity to observe him. He has been in the naval service thirty-two years; joined the *Richmond* at Norfolk when first put in commission, twenty-seventh September, 1860. At the expiration of his term of service, in 1863, reshipped for the period of three years. He was in action on board of the *Richmond* with the rebels at the head of the passes of the Mississippi; at the bombardment of Fort McRea at Pensacola, which lasted an entire day, when he received a severe splinter wound in the left hand which permanently disabled two of his fingers, and notwithstanding the severity of the wound, as soon as it was dressed by the surgeon, he returned to his gun without the permission of the surgeon, and persisted in remaining at his quarters, using his right hand, until the action ceased. He was in the actions with Forts Jackson and St. Philip, and with the rebel iron-clads and gunboats below New Orleans; in action with the Chalmette batteries; present at the surrender of New Orleans; fought the batteries of Vicksburg twice; was in the memorable attack on Port Hudson on the fourteenth of March, 1863; was captain of a nine-inch gun in the naval nine-inch gun battery, commanded by Lieutenant Commander Edward Terry, placed in rear of Port Hudson during the siege of that place in 1863; he was also captain of a gun in the naval battery established at Baton Rouge, and commanded by Lieutenant Commander Edward Terry, after the repulse of the army and death of General Williams at that place.

7. Walter B. Smith (ordinary seaman) is recommended for coolness and good conduct at the rifle 100-pounder on the topgallant forecass, and for musket firing into the gun-ports of the rebel iron-clad *Tennessee*, in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was on board the United States steamer *Hatteras* when that vessel was sunk by the piratical vessel commanded by the notorious Semmes, off Galveston; joined the *Richmond*, after having been exchanged, September 1863; and his conduct on board of the ship has been of the most exemplary kind.

8. George Parks (captain of forecass) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He joined the *Richmond* in September, 1860; reshipped October, 1863; was in the actions with Fort McRea; with the rebel vessels at the head of the passes of the Mississippi; in passing Forts Jackson and St. Philip; the Chalmettes; twice before Vicksburg batteries; at Port Hudson; was captain of a gun in the naval nine-inch gun battery at the siege of Port Hudson, and present at the surrender of New Orleans.

9. Thomas Hayes (cockswain) is recommended for coolness and good conduct as captain of No 1 gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, and the iron-clads and gunboats below New Orleans; with the Chalmette battery; batteries below Vicksburg; and was present at the surrender of New Orleans.

10. Lebeus Simkins (cockswain) is recommended for coolness and courage in the action in Mobile bay on the morning and forenoon of August 5, 1864. He joined the *Brooklyn* in January, 1861; was in the actions with Forts Jackson and St. Philip, and the rebel iron-clads and gunboats below New Orleans; Chalmette batteries; batteries below Vicksburg; and present at the surrender of New Orleans. Joined the *Richmond* October, 1863.

11. Oloff Smith (cockswain) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was on board the *Richmond* in the actions with Fort McRea; at the head of the passes of the Mississippi; with the Forts Jackson and St. Philip; the rebel iron-clads and gunboats below New Orleans; the Chalmette batteries; twice with the batteries of Vicksburg in attempting to pass; and at the siege of Port Hudson; and present at the surrender of New Orleans. He has been cockswain on board the *Richmond* for twenty consecutive months.

12. Alexander H. Truett (cockswain) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was in the actions with Forts Jackson and St. Philip; the Chalmette batteries; the rebel iron-clads and gunboats below New Orleans; the batteries below Vicksburg; and was present at the surrender of New Orleans. He was present at and assisted in the capture of the piratical steamer *Miramon* and *Marquis de la Habana*, in March, 1860, near Vera Cruz.

13. Robert Brown (captain of top) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was on board the *Westfield* in the actions with Forts Jackson and St. Philip; the Chalmettes; and present at the surrender of New Orleans; also with the batteries at Vicksburg. Joined the *Richmond* in September, 1863.

14. John H. James (captain of top) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He came off the sick-list at the commencement of the action, went to his quarters, and fought his gun well during the entire action. He was in the actions with Forts Jackson and St. Philip; the rebel iron-clads and gunboats below New Orleans; the Chalmettes; the batteries below Vicksburg; and present at the surrender of New Orleans. Joined the *Richmond* September, 1863.

15. Thomas Cripps (quartermaster) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was in the *Brooklyn* in the actions with Forts Jackson and St. Philip; the Chalmettes; batteries below Vicksburg; and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

16. John Brazell (quartermaster) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was in the *Brooklyn* in the actions with Forts Jackson and St. Philip; the Chalmettes; batteries below Vicksburg; and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

17. James H. Morgan (captain of top) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He joined the *Colorado* in May, 1861; volunteered for the United States steamer *Mississippi*; was in the action with Forts Jackson and St. Philip; the Chalmettes; Vicksburg; Port Hudson; and present at the surrender of New Orleans; was on board the *Ironsides* at Charleston. Joined the *Richmond* in October, 1863.

18. John Smith, second, (captain of top,) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was on board the *Varuna* when she was sunk by the rebel vessels, after having passed Forts Jackson and St. Philip; was transferred to the *Brooklyn*; and was in the action with the batteries below Vicksburg. He joined the *Richmond* in September, 1863.

19. James B. Chandler (cockswain) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of the 5th of August, 1864. He deserves special notice for having come off the sick-list and going to and remaining at his quarters during the entire action. Joined the *Brooklyn* in November, 1861; was in the actions with Forts Jackson and St. Philip; the Chalmettes; batteries below Vicksburg; and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

20. William Jones (captain of top) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of the fifth of August, 1864. Joined the *Dacotah* in September, 1861, and was on board the *Cumberland* when sunk by the *Merrimack* at Newport News. Joined the *Richmond* in September, 1863.

21. William Doolan (coal-heaver) is recommended for coolness and good conduct, and for refusing to leave his station as shot and shell passer, after having been knocked down and badly wounded in the head by splinters; and upon going to quarters the second time he was found at his station nobly doing his duty in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was in Fort Pickens when it was bombarded by the rebels; was on board the Brooklyn in the actions with Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; the batteries below Vicksburg; and present at the surrender of New Orleans.

22. James Smith, 1st, (captain of fore-castle,) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864.

23. Hugh Hamilton (cockswain) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. Was in the actions with Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; the batteries below Vicksburg; present at the surrender of New Orleans. Joined the Richmond in October, 1863.

24. James McIntosh (captain of top) is recommended for coolness and good conduct in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was present and assisted in the capture of the batteries at Hatteras inlet, and on board the Cumberland when she was sunk by the Merrimack at Newport News. Joined the Richmond in September, 1863.

25. William M. Carr (master-at-arms) is recommended for coolness, energy, and zeal in the action of Mobile bay on the morning and forenoon of August 5, 1864. Volunteered to direct, under the orders of the commander of the division, the passing of shells from the shell-rooms, in addition to his duties connected with the care of lights, which he performed most satisfactorily. Has been master-at-arms on board the Richmond since September, 1860; was in the actions with Fort McRea; at the head of the passes of the Mississippi; Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; Vicksburg; Port Hudson; and present at the surrender of New Orleans.

26. Thomas Atkinson (yeoman) is recommended for coolness and energy in supplying the rifle ammunition, which was under his sole charge, in the action in Mobile bay on the morning and forenoon of August 5, 1864. He was a petty officer on board the United States frigate Congress with me in 1842-'46; was present and assisted in capturing the whole of the Buenos Ayrean fleet by that vessel off Montevideo. Joined the Richmond in September, 1860; was in the actions with Fort McRea; the head of the passes of the Mississippi; Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; Vicksburg; Port Hudson; and at the surrender of New Orleans.

27. David Sprowls (orderly sergeant of marine guard) is recommended for coolness and for setting a good example to the marine guard, working a division of great guns in the action in Mobile bay on the morning and forenoon of August 5, 1864. Joined the Richmond September 27, 1860; was in the actions with Fort McRea; the head of the passes of the Mississippi; Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; Vicksburg; Port Hudson; and present at the surrender of New Orleans. He has been in the service twenty-eight years.

28. Andrew Miller (sergeant of marines) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. Was on board the Brooklyn in the actions with Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; batteries below Vicksburg; and present at the surrender of New Orleans.

29. James Martin (sergeant of marines) is recommended for coolness and good conduct as captain of a gun in the action in Mobile bay on the morning and forenoon of August 5, 1864. Was in the actions with Forts Jackson and St. Philip; the Chalmettes; the rebel iron-clads and gunboats below New Orleans; Vicksburg; Port Hudson; and present at the surrender of New Orleans, on board of the Richmond.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS,

Captain.

Rear-Admiral D. G. FARRAGUT,

Flag-Ship Hartford, Mobile Bay.

Additional report of Captain J. B. Marchand.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 9, 1864.

SIR: In the action of the fifth instant the following named petty officers, and others of inferior rating, were conspicuous for their energy and bravery, and deserve medals of honor; but under the fourth rule of the general order of the Navy Department, No. 10, dated April 3, 1863, their special signal acts of valor cannot be cited so as to authorize me to recommend their obtaining medals:

1. William Phinney, boatswain's mate, as captain of a gun, showed much presence of mind and coolness in managing it, and the great encouragement he gave the crew.

2. John Smith, captain fore-castle, was first captain of a gun, and finding that he could not sufficiently depress his gun when alongside of the rebel iron-clad Tennessee, threw a hand-holy-stone into one of the ports at a rebel using abusive language against the crew of the ship.

3. Samuel W. Kinnaird, landsman, set an example to the crew by his presence of mind and cheerfulness that had a beneficial effect.

4. Robert Dougherty, landsman, took the place of the powder-boy at his gun without orders when the powder-boy was disabled; kept up a supply and showed much zeal in his new capacity.

5. Michael Cassidy, landsman, first sponger of a gun, displayed great coolness and exemplary behavior, eliciting the applause of his officers and of the gun's crew.

Very respectfully, your obedient servant,

J. B. MARCHAND, *Captain.*

Admiral D. G. FARRAGUT,

Commanding W. G. Squadron.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 9, 1864.

SIR: I respectfully bring to your attention the following petty officers, &c., of this ship who evinced in the battle of the fifth instant signal acts of bravery which should justly entitle them to medals of honor:

1. George Taylor, armorer, although wounded, went into the shell-room, and with his hands extinguished the fire from a shell exploded over it by the enemy.

2. Lewis Copat, landsman, remained at his gun after he was severely wounded, until relieved by another person, was then taken below, and after reporting to the surgeon, returned to his station at the gun, and resumed his duties till the action was over, and was then carried below.

3. James Ward, quarter-gunner, being wounded and ordered below, would not go, but rendered much aid at one of the guns when the crew was disabled, and subsequently remained in the chains heaving the lead, until nearly in collision with the rebel iron-clad Tennessee.

4. Daniel Whitfield, quartermaster, remarkable coolness as captain of a gun in holding on to the lock-string and waiting for some time whilst alongside of the rebel iron-clad Tennessee, and firing that the shot might enter her port.

5. John M. Burns, seaman, severely wounded and sent below under the surgeon's charge, would not remain unemployed, but assisted the powder division until the action was over.

6. John Edwards, captain of top, second captain of a gun, although wounded, would not, when ordered, go below to the surgeon, but took the place of the first captain during the remainder of the battle.

7. Adam McCulloch, seaman, being wounded, would not leave his quarters although ordered to do so, but remained until the action was over.

Very respectfully, your obedient servant,

J. B. MARCHAND, *Captain.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. Squadron.

REPORT OF CASUALTIES IN THE FLEET IN THE ATTACK ON THE DEFENCES OF MOBILE HARBOR.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: In my despatch, number three hundred and thirty-five, written on the evening of the engagement of the fifth instant, the casualties then reported were forty-one killed, and eighty-eight wounded.

More detailed reports, since received, make the casualties fifty-two killed and one hundred and seventy wounded, namely:

	Killed.	Wounded.
Hartford.....	25	28
Brooklyn.....	11	43
Lackawanna.....	4	35
Oneida.....	8	30
Monongahela.....	0	6
Metacomet.....	1	2
Ossipee.....	1	7
Richmond.....	0	2 slightly.
Galena.....	0	1
Octorara.....	1	10
Kennebec.....	1	6

I forward herewith the reports of the surgeons of these vessels, giving the names of the killed and wounded, and the character of the wounds.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of casualties on the United States Ship Hartford.

Killed.—Wm. H. Heginbotham, acting ensign; Charles Shaefer, ordinary seaman; Wm. Smith, landsman; Louis McLane, seaman; Benjamin Harper, seaman; James B. Osgood, ordinary seaman; Adolphus Pulle, seaman; Thomas Bayne, ordinary seaman; John C. Scott, ordinary seaman; Thomas Stanton, seaman; James Alexander, landsman; Henry Clark, first-class boy; Wm. E. Andrews, captain after-guard; Frederick Munsell, landsman; George Walker, landsman; Thomas Wildes, landsman; George Stillwell, nurse; David Morrow, quarter gunner; Peter Duncan, coal-heaver; Andrew E. Smith, coal-heaver; Francis Campbell, second-class fireman; Charles Stevenson, second-class boy; David Curtin, landsman.

Severely wounded.—Wilder Verner, landsman; M. C. Forbes, captain top; Michael Fanya, landsman; James S. Geddis, landsman; Wm. G. Trask, ordinary seaman; Wm. A. Stanley, seaman; Thomas O'Connel, coal-heaver; James R. Garrison, coal-heaver; E. E. Johnson, first-class boy; George E. Fleke, first-class boy; Charles Dennis, (colored,) landsman; Auguste Simmons, ordinary seaman; William Thompson, 1st, ordinary seaman; Peter Pitts, (colored,) landsman; R. D. Dumphy, coal-heaver; Wm. Doyle, first-class boy; Wm. Eldin, seaman; Walter Lloyd, first-class boy; R. P. Herrick, acting master's mate; Wm. McEwan, acting third assistant engineer.

Slightly wounded.—L. P. Adams, lieutenant; Robert Dixon, boatswain; William A. Donaldson, seaman; George A. Wightman, landsman; Michael English, second-class fireman; James F. Brown, landsman; James Anderson, seaman; Stephen H. Jackson, first-class boy.

Killed, twenty-three; wounded severely and transferred to hospital at Pensacola, twenty; wounded slightly, remaining on board, eight. Total, fifty-one

Respectfully,

P. LANSDALE, *Surgeon.*

Captain P. DRAYTON, U. S. N.,

Com'dg United States Steamer Hartford, Mobile Bay.

Report of casualties on the United States Steamer Brooklyn.

UNITED STATES STEAMER BROOKLYN,

In the Bay of Mobile, August 6, 1864.

SIR: In addition to the list of casualties resulting from the action of the rebel forts and fleet yesterday, I have to report thirteen more to-day, some of which were overlooked in the haste of making out the list, and others failed to report themselves. You will observe this addition of thirteen to the list of wounded makes a total of fifty-four instead of forty-three, the number reported yesterday.

I also submit the name, rate, and remarks in each case.

Killed.—William H. Cook, acting master's mate, splinter wound of both legs and thighs, the left hand carried away; Eli Harwood, captain's cook, left shoulder and arm badly lacerated; John Ryan, landsman, left half of head carried away; Charles B. Seymour, seaman, upper half of head carried away; Thomas Williams, seaman, spine and ribs carried away; Lewis Richards, seaman, back part of chest and head carried away; Michael Murphy, private marine, right leg and half of the pelvis carried away; William Smith, private marine, struck by a shot and knocked overboard; Richard Burke, coal-heaver, back part of chest carried away, and compound fracture of left leg; Anthony Dunn, first-class fireman, abdomen and chest opened by shell; James McDermott, landsman, left side of abdomen carried away.

Wounded.—Charles F. Blake, lieutenant, flesh wound of right leg, slight; Douglass R. Cassell, acting ensign, (in regular navy,) wound of scalp, slight; Daniel C. Brayton, sailmaker, contusion of right forearm, severe; Abraham L. Stephens, acting master's mate, wound of face, slight; Alexander Mack, captain maintop, compound fracture of left hand, severe; Patrick Brierton, landsman, wound in right arm, severe; Francis Prior, ordinary seaman, compound fracture of rib, wound of scalp, dangerous; Rufus Brittell, landsman, left eye destroyed, severe; Patrick Duggin, landsman, fracture of the left leg, severe; John McPherson, seaman, scalp wound and contusion, severe; John Dunn, coal-heaver, left eye destroyed, severe; Charles Steinbeck, ordinary seaman, fracture of skull, severe; Daniel McCarthy, landsman, compound fracture of scapula, severe; George W. Hersey, seaman, flesh wound over hip, severe; Wm. H. Harrison, ordinary seaman, flesh wound in right arm, severe; Thomas Dennison, landsman, wounded over the left eye, severe; Frank Hanson, seaman, contusion of both eyes, severe; Alvin A. Carter, ordinary seaman, fracture of right thigh, severe; George R. Leland, private marine, bolt driven into left thigh, severe. William McCaffrey, seaman, wound over eye, slight; John Bryant, armorer's mate, scalp wound, slight; Roland M. Clark, ordinary seaman, flesh wound in left forearm, slight; William Brown, landsman, splinter wounds in thigh and shoulder, slight; Charles Miner, landsman, contusion of shoulder, slight; Lewis Hareck, ordinary seaman, contusion of right arm and chest, slight; Alexander Degges, landsman, abrasion, slight; Frank Bennett, first-class boy, contusion, slight; Bernard Brown, ordinary seaman, scalp wound, slight; William Robinson, captain foretop, contusion, slight; John Thompson, ordinary seaman, contusion, slight; William H. Brown, landsman, contusion and abrasion, slight; Barclay Redington, coal-heaver, scalp wound, slight; John K. Housel, coal-heaver, contusion and abrasion, slight; William Frick, ordinary seaman, abrasion of side and thigh, slight; John Maxwell, coal-heaver, scalp wound, slight; James Sterling, coal-heaver, contusion of side, slight; John McKennon, ordinary seaman, contusion, slight; Benjamin K. Taylor, landsman, contusion, slight; Isaac B. Larett, seaman, contusion, slight; and James Shea, quarter-gunner, contusion, slight. All these wounds are slight. Patrick McGowan, coal-heaver, wound of left elbow, severe; Joseph Machon, first-class boy, splinter wound and contusion, severe; William McCarren, landsman, contusion of left eye, severe.

Killed, 11; wounded, 43. Total, 54.

Very respectfully, your obedient servant,

GEORGE MAULSBY, *Surgeon*,

Captain J. ALDEN,

Commanding U. S. Steamer Brooklyn.

Report of casualties on the United States Steamer Lackawanna.

UNITED STATES STEAM-SLOOP LACKAWANNA,

Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following list of casualties which have occurred in the action of this day while passing the forts and occupying Mobile bay.

Killed.—James Williams, master-at-arms; John Troy, captain forecandle; Charles Anderson, ordinary seaman; Richard Ashley, colored boy.

Wounded.—Lieutenant Stephen A. McCarty, splinter wound of ankle, slight; Ensign Clarence Rathbone, splinter wound of knee, slight; Charles Hayden, yeoman, fracture of right leg, serious; John Burns, seaman, splinter wound of

arm and back, severe; James Ward, quarter-gunner, splinter wound of back, slight; Frederick Stewart, officers' cook, shell-wound of head, severe; Edward Harris, seaman, splinter wound of head, slight; John Bengsten, seaman, splinter wound of wrist, slight; Anton Lewis, seaman, splinter wound of knee, slight; Adam McCulloch, seaman, splinter wound of leg, slight; S. H. Eldridge, quartermaster, splinter wound of face; John Edwards, seaman, splinter wound of face and arm; severe; John Lear, ordinary seaman, splinter wound of shoulder and hand; Francis Burns, ordinary seaman, splinter wound of back; R. O. Seaver, ordinary seaman, splinter wound of both legs, slight; Dennis Muellen, landsman, splinter wound of back, slight; James D. Atkinson, landsman, splinter wound of arm, slight; John Maline, landsman, fracture of clavicle; John Acker, landsman, splinter wound of back, slight; Jesse Sweet, landsman, splinter wound of thigh, severe; John Gallagher, landsman, splinter wound of leg, slight; Louis Copat, landsman, splinter wound of face and limbs, severe; Theo. Fletcher, landsman, shell wound of face, with concussion, severe; Alexander Fivey, landsman, shell wound of head, back, and leg, serious; James McCauley, landsman, left thigh torn off, mortally; Silas M. Stevens, landsman, splinter wound of head, severe; Richard McCay, boy, splinter wound of arm, slight; George Taylor, armorer, shell wound of forehead, slight; Patrick Morrissey, first-class fireman, splinter wound in ankle, slight; Isaac Hewsom, coal-heaver, (colored,) splinter wound of leg, slight; Jacob Maggett, coal-heaver, (colored,) splinter wound of leg, slight; Andrew Achum, second-class fireman, shell wound of face, slight; James Keefe, marine, splinter wound of thigh, severe; Frederick Hines, marine, shell wound of head, serious; D. F. Pratt, private, signal corps United States army, fracture of left forearm.

Very respectfully, your obedient servant,

T. W. LEACH,

Surgeon United States Navy.

Captain J. B. MARCHAND,

Commanding United States Ship Lackawanna.

Report of casualties on the United States steamer Oneida.

UNITED STATES STEAMER ONEIDA,

Mobile Bay, August 5, 1864.

SIR: I have to report the following casualties which occurred to-day on board this vessel while passing Fort Morgan and during an engagement with the fleet of the enemy:

Killed.—Frank Levay, ordinary seaman; Thomas Gibson, marine; Albert Phillips, captain forecastle; John C. Jensen, seaman; James Agern; first-class fireman, scalded; Emanuel Boyakin, cabin steward; Robert Lenox, landsman; Patrick Dorris, landsman, missing, killed or drowned.

Wounded severely.—J. R. M. Mullany, commander, left arm amputated; R. H. Fitch, first assistant engineer, scalded; Oliver Crommelia, surgeon's steward, scalded; John Peacock, first-class fireman, scalded; William Mitchell, landsman, scalded; John Nelson, landsman, scalded; William Ager, coal-heaver, scalded; William Burtis, first-class fireman, scalded; Samuel Vanasery, coal-heaver, scalded; William Newland, ordinary seaman, flesh wound; John Preston, landsman, eyes; Charles Matthews, landsman.

Wounded slightly.—William H. Hunt, chief engineer, scalded; George A. Ebbets, captain's clerk, contusion; William P. Treadwell, paymaster's clerk, scalded; Peter McKeloye, second-class fireman, scalded; Stephen Dolan, first-class fireman, scalded; John Boyle, coal-heaver, scalded; Moses Jones, coal-

heaver, scalded; John Ralton, landsman, scalded; Edward Thomas, ordinary seaman, scalded; James Sheridan, quartermaster, contusion; John E. Jones, quartermaster, contusion; Henry Binney, quartermaster, contusion; Francis Brown, quarter gunner, contusion; Christian Christeinick, landsman; Roger Sharman, landsman; John Johnson, ordinary seaman; David Johnston, corporal marines; John Kilroy, private marine.

Killed, eight; wounded severely, twelve; wounded slightly, eighteen.

Very respectfully,

JOHN Y. TAYLOR, *Surgeon.*

Lieutenant C. L. HUNTINGTON, U. S. N.,
Commanding U. S. Steamer Oneida.

Report of casualties on the United States steamer Monongahela.

UNITED STATES STEAMER MONONGAHELA,
Mobile Bay, August 5, 1864.

SIR: The following are the casualties on board this ship, resulting from the action to-day with Forts Morgan and Gaines and the rebel rams:

Roderick Prentiss, lieutenant, both legs badly injured by splinters, left one amputated; Michael Smith, boy, severe lacerated wound of scalp by splinters; William Feeney, paymaster, contusion of back and left arm, slight; Holbert Lane, surgeon's steward, wound of scalp, splinter, slight; James Johnston, landsman, wound of head, splinter, not dangerous; Richard Condon, landsman; wound of back, splinter, slight.

I am, very respectfully, your obedient servant,

DAVID KINDLEBERGER,
Surgeon United States Navy.

Commander JAMES H. STRONG, U. S. N.,
Commanding United States Steamer Monongahela.

Report of casualties on the United States steamer Metacomet.

U. S. STEAMER METACOMET, W. G. BLOCKADING SQUADRON,
Mobile Bay, August 8, 1864.

SIR: I have to report that on the morning of the 5th instant, during the engagement while passing the forts and engaging the gunboats, the following casualties occurred:

John Stewart, landsman, killed; Julian J. Butler, ordinary seaman, shell wound; Oliver D. Wolfe, fireman, slightly wounded.

I am, sir, very respectfully, your obedient servant,

E. D. PAYNE,
Assistant Surgeon.

Lieut. Commander JAS. E. JOUETT, *Commanding.*

Report of the casualties on the United States steamer Ossipee.

UNITED STATES STEAM-SLOOP OSSIPÉE,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following casualties on board this ship during the engagement of this day with the enemy's batteries on shore and afloat:

Lewis Lord, landsman, nape of neck, dangerous; Owen Maines, seaman forearm broken, shoulder-joint, head, and hip contused, since died of wounds, killed; John Harris, quarter gunner, gunshot wound in lower jaw, serious; Thomas Rogers, landsman, contusion of right leg, slight; Henry Johnson, ordinary seaman, splinter wound, slight; James Sweeney, seaman, splinter wound, slight; George Rowe, second-class fireman, splinter wound, slight; Sam Hazard, landsman, splinter wound, slight.

Total—One killed, seven wounded.

Very respectfully, your obedient servant,

B. F. GIBBS, *Surgeon.*

Commander W. E. LEROY,

Com'dg United States Steam-Sloop Ossipee, Mobile Bay.

Report of casualties on the United States steamer Galena.

UNITED STATES STEAMER GALENA,

August 5, 1864.

SIR: I would most respectfully report the following casualty on board this vessel while passing Fort Morgan:

Wounded.—James McCafferty, coal-heaver, scalp wound, with concussion of the brain.

Very respectfully,

GEO. P. WRIGHT,

Acting Assistant Surgeon, U. S. Navy.

Lieut. Commander C. H. WELLS, U. S. N.,

Commanding United States Steamer Galena.

Report of casualties on the United States steamer Octorara.

UNITED STATES STEAMER OCTORARA,

Mobile, Ala., August 5, 1864.

SIR: I have to report the following as a list of casualties occurring this morning while passing Forts Morgan and Gaines, viz:

Killed.—W. H. Davis, seaman, by splinters.

Wounded.—Lieutenant Commanding C. H. Greene, contusion of leg; Acting Ensign Maurice McEntree, contusion of the thigh; Acting Master Henry R. Billings, contusion of face, all from splinters, slight; James McIntosh, cockswain, incised wound of scalp, not severe; John Govard, seaman, lacerated wound of forehead, quite severe; Charles Howard, seaman, contusion of sacrum, slight; William H. Nice, boatswain's mate, severe contusion of right eye; Andrew Crough, quartermaster, contusion of scalp, slight; George Smith, ship's corporal, wound of upper third left arm, quite severe; John Robinson, quartermaster, contusion of left foot, slight.

Killed, one; wounded, ten.

I am, sir, very respectfully, your obedient servant,

EDWARD R. DODGE,

Assistant Surgeon United States Navy.

Lieutenant Commander C. H. GREENE,

Commanding United States Steamer Octorara.

Report of casualties on the United States Steamer Kennebec.

UNITED STATES STEAMER KENNEBEC,
Mobile Bay, August 6, 1864.

SIR: I respectfully report the following casualties in action yesterday morning while passing Fort Morgan, namely:

Daniel Godfrey, coal-heaver, mortally wounded in the abdomen, by fragment of shell from the rebel iron-clad Tennessee, and has since died; Acting Ensign H. E. Tinkham, serious gunshot wounds and contusions of left arm, side, thigh, and leg, by fragments of shell from the rebel ram Tennessee, no fracture; Peter R. Post, landsmen, gunshot wound and fracture of right cheek-bone, serious; Charles Sanders, master-at-arms, slight contusion of lips; J. D. Ireson, captain of the hold, Isaac Fisher, (colored,) first-class boy, and several others, very slight contusions by fragments of shell from the Tennessee, and splinters caused by it; and Kimball Prince, landsman, contusion of right shoulder, slight, by splinter caused by a solid shot from the fort.

Very respectfully,

GEORGE W. HATCH,
Acting Assistant Surgeon United States Navy.

Lieut. Commander W. P. McCANN, U. S. N.,
Commanding United States Steamer Kennebec.

LOSS OF THE UNITED STATES STEAMER PHILIPPI.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: I regret to inform the department that after I had passed the forts some time I saw a steamer on fire inside the bay. I soon perceived that it was the Philippi, and I could not imagine how she came to be set on fire.

I have since received the report of her commanding officer, Acting Master J. T. Seaver, which is herewith enclosed.

The facts appear to be, that Acting Master Seaver, on the evening before the action, asked Fleet-Captain Drayton if he should not follow the squadron into the bay. Captain Drayton told him that that would be a folly, and ordered him to go and deliver the ammunition he had brought from Pensacola on board the Tennessee, and then report to Lieutenant Commander Grafton, senior officer for duty outside. Instead of doing this he followed the fleet in, and was struck with a shot from the fort, when he put his helm a-port and ran her on the bank. After having had two men killed and two wounded he deserted the vessel, leaving his signal-book (boat code) on the quarter deck, where it was found by the enemy, who subsequently boarded the vessel.

* * * * *

The rebel set the vessel on fire, and we have thus lost one of the most efficient vessels in the squadron for all kinds of express duty, and we are sadly in want of just such vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Master James T. Seaver.

UNITED STATES STEAMER COWSLIP,

August 6, 1864.

SIR: I beg leave to make the following report to you in regard to the loss of the United States steamer Philippi:

At daylight hove up anchor and steamed alongside the Tennessee, and discharged all the ordnance stores and provisions belonging to other vessels; not having orders to report to any one, and the verbal order I received being to discharge the stores into the Tennessee as quick as possible, I did so. Wishing to be of assistance to the fleet in case any vessels were disabled, and knowing the power of my steamer, immediately after the freight was out I dropped off from the Tennessee, got hawsers, lines, &c., all ready to be of assistance in towing any disabled vessel which would need my services. At forty-five minutes past seven stood up the channel for the fleet, keeping as far out of range of the fort as I could judge was necessary to clear the shoal, the quartermaster at the lead from the time of making the bar. At about fifteen minutes past nine, while going ahead slow, the quartermaster gave the cast, a quarter less three, and the steamer immediately struck. I rang three bells and tried to back her off, but she did not stir. I kept backing for ten minutes; had about thirty-five pounds of steam on. The fort then opened fire on us, and, getting our range, every other shell did execution—the second shell or shot, (as it did not explode I could not tell which,) struck the rail about the starboard bow-port, and immediately killed Frank Wilson, landsman. One shot passed through the boiler, entirely disabling us, and another burst in the engine-room. At this time Fort Morgan kept up a constant fire at us, every shell doing more or less execution. The men, while I was forward, many of them rushed aft and commenced cutting the boats' falls. Hearing this, I came aft and ordered them to stop, which they did, and the boats were lowered with safety, but the men crowded in and two of the boats were immediately filled. I put the wounded in one of the boats and sent the dying, in charge of Acting Ensign L. R. Vance, to the Cowslip for assistance.

The deck being full of steam and smoke, and indications of the ship being on fire, and two of my men being wounded and one scalded, and almost every shell, either direct or ricochet, striking the steamer, and the boilers being disabled, and my men, several of them, being almost paralyzed with fear, also the sight of the rebel steamer coming out, and the utter impossibility to save the steamer or resist the enemy, I judged it best to abandon her.

I pulled alongside the Cowslip and Buckthorn, the two vessels being close to each other, and put the wounded on board; both vessels then stood towards the Genesee. I went on board and reported to Captain Grafton; was ordered to put the wounded on board the Tennessee and report to Captain Grafton again, but as the Genesee steamed towards Pelican channel I was forced to remain on the Tennessee. The quartermaster, William H. French, who was wounded in the stomach, died at twenty minutes past seven.

List of casualties.—Frank Wilson, landsman, killed; William H. French, quartermaster, mortally wounded; John Collins, coal-heaver, scalded; and Joseph Boyd, slightly wounded.

The officers were perfectly cool throughout the time while under fire and in leaving the ship.

Very respectfully, your obedient servant,

JAMES T. SEAYER, *Acting Master.*

Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron.

LOSS OF THE MONITOR TECUMSEH.

*Report of Rear-Admiral D. G. Farragut.*FLAG-SHIP HARTFORD, W. G. BLOCKADING SQUADRON,
Mobile Bay, August 27, 1864.

SIR: I have the honor to forward herewith (marked No. 1) a copy of a report made to me by Acting Masters C. F. Langley and Gardner Cottrell, two of the survivors of the iron-clad Tecumseh, and in which are given the names of six men who were saved in the same boat, namely; S. S. Shin, gunner's mate; John Gould, quarter gunner; Frank Commins, seaman; Richard Collins, seamen; and Peter Parks, seaman.

These officers are certainly in error in their statement that a row of buoys stretched from the shore a distance of one to two hundred yards. We now know that the channel adjacent to the shore was entirely clear of torpedoes, and that the latter were placed between the two large buoys, to which I have referred in my reports.

In addition to the persons named in this report as saved, the boat from the Metacomet, under Acting Ensign Niels, rescued Acting Ensign John P. Zetlich, Chauncey V. Dean, quartermaster; William Roberts, quartermaster; James McDonald, seaman; George Major, seaman; James Thorn, seaman; Charles Packard, ordinary seaman; William Fadden, landsman; and William C. West, coal-heaver, with the pilot of the Tecumseh, John Collins.

Four others also swam to the beach and were taken prisoner at Fort Morgan and immediately sent away.

This information was received when communicating by flag of truce with the fort. None of them, we were told, were officers.

Very respectfully, your obedient servant.

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Joint report of Acting Masters C. F. Langley and G. Cottrell.

UNITED STATES SHIP POTOMAC,
Pensacola, August 6, 1864.

SIR: Believing that we are the only surviving officers of the United States monitor Tecumseh, we feel it our duty to report the circumstances attending her loss, and of the safety of a boat's crew.

When nearly abreast of Fort Morgan, and about one hundred and fifty yards from the beach, a row of buoys was discovered stretching from the shore, a distance from one to two hundred yards. It being reported to Captain Craven, he immediately gave the vessel full speed, and attempted to pass between two of them. When in their range a torpedo was exploded directly under the turret, blowing a large hole through the bottom of the vessel, through which the water rushed in with great rapidity.

Finding that the vessel was sinking, the order was given to leave our quarters, and from that moment every one used the utmost exertions to clear himself from the wreck.

After being carried down by the vessel several times, we were picked up in a drowning condition by one of our boats, manned by the following men: S. S. Shinn, gunner's mate; John Gould, quarter gunner; Frank Commens, seaman; Richard Collins, seaman; and Peter Parkes, landsman, all of whom are now on board this ship.

Captain Craven was seen in the turret by Mr. Cottrell, just before the vessel sunk, and as he had a life-preserving vest on, we have hopes that he reached the shore.

Not recovering from our exhausted condition until the boat was abreast of the Hartford, and knowing that an attempt to board one of the attacking fleet would cause the loss of her position, we pulled for the Buckthorn, from which vessel we were sent to the Tennessee, and afterwards, by Captain Grafton's order, sent to this ship. There was no opportunity of making a report to Captain Grafton, otherwise it would have been done in person.

Hoping that the course pursued by us will meet your approval, we are, very respectfully, &c.,

C. F. LANGLEY, *Acting Master.*

GARDNER COTTRELL, *Acting Master.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron.

RECONNOISSANCE OF MOBILE BAY.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Mobile Bay, August 16, 1864.

SIR: I have the honor to report to the department that yesterday I made a reconnoissance in the Metacomet, accompanied by the Selma and several gun-boats and light-draught iron-clads, in the vicinity of Mobile, approaching within $3\frac{1}{2}$ miles of the city. We discovered that the rebels had sunk the Nashville, the vessel intended for an iron-clad, across the channel, completely obstructing it, with the addition of a row of piles guarded by forts. Until these obstructions can be removed, there will be no possibility of our reaching Mobile with any of our light draught vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF FORT MORGAN.

Report of Rear-Admiral D. C. Farragut.

FLAG-SHIP HARTFORD,
Mobile Bay, August 23, 1864.

SIR: I have the honor to inform the department that on the evening of the twenty-first instant General Granger informed me that his batteries would be ready to open on Fort Morgan at daylight the next morning. I accordingly gave directions for the monitors and the vessels with suitable guns to move up and be ready to open upon it with the army.

I had previously landed four nine-inch guns and placed them in battery, under the command of Lieutenant H. B. Tyson, of the Hartford, and manned them with crews taken from the Hartford, Brooklyn, Richmond, and Lackawanna. They did good service in conjunction with the batteries of the army.

At daylight on the twenty-second the bombardment began from the shore batteries, the monitors and ships inside the bay and outside, and a more magnificent fire I think has rarely been kept up for twenty-four hours.

At half past eight p. m. the citadel took fire, and the general ordered the near

batteries to redouble their fire. At six this morning an explosion took place in the fort, and at half past six the white flag was displayed on the fort. I immediately sent Fleet-Captain Drayton to meet General Granger to arrange the terms for the surrender of the fort. These were, that the fort, its garrison, and all public property should be surrendered unconditionally, at two o'clock to-day, to the army and navy forces of the United States. These terms were agreed to by Brigadier General Richard L. Page, formerly a commander in the navy.

I shall send the garrison officers and men at once to New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional report of Rear-Admiral Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Mobile Bay, August 25, 1864.

SIR: I had the honor, in my despatch, No. 366, to report to the department that Fort Morgan had surrendered on the twenty-third instant to the army and navy, though at the time that despatch was written and mailed the ceremony of surrender had not actually taken place.

The correspondence preliminary to that event is herewith forwarded, (marked Nos. 1, 2, 3, and 4,) and the department will perceive that the terms of capitulation were the same as in the case of Fort Gaines. General Page endeavored to obtain more favorable terms, but without success.

I regret to state that, after the assembling of the rebel officers at the appointed hour (2 p. m.) for the surrender, outside the fort, it was discovered, on an examination of the interior, that most of the guns were spiked, and many of the gun-carriages wantonly injured, and arms, ammunition, provisions, &c., destroyed, and that there was every reason to believe that this had been done after the white flag had been raised. It was also discovered that General Page and several of his officers had no swords to deliver up, and further, that some of those which were surrendered had been broken.

The whole conduct of the officers of Fort Gaines and Fort Morgan presents such a striking contrast in moral principle that I cannot fail to remark upon it. Colonel Anderson, who commanded the former, finding himself in a position perfectly untenable, and encumbered with a superfluous number of conscripts, many of whom were mere boys, determined to surrender a fort which he could not defend, and in this determination was supported by all his officers save one; but from the moment he hoisted the white flag he scrupulously kept everything intact, and in that condition delivered it over; whilst General Page and his officers, with a childish spitefulness, destroyed the guns which they had said they would defend to the last, but which they never defended at all, and threw away or broke those weapons which they had not the manliness to use against their enemies; for Fort Morgan never fired a gun after the commencement of the bombardment, and the advanced pickets of our army were actually on its glacis.

As before stated, the ceremony of surrender took place at 2 p. m., and that same afternoon all the garrison were sent to New Orleans in the United States steamers Tennessee and Bienville, where they arrived safely.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Brigadier General R. L. Page to Rear-Admiral Farragut and Major General Granger.

FORT MORGAN, August 23, 1864.

GENTLEMEN: The further sacrifice of life being unnecessary, my sick and wounded suffering and exposed, humanity demands that I ask for terms of capitulation.

Very respectfully, &c.,

R. L. PAGE,
Brigadier General C. S. A.

Rear-Admiral D. G. FARRAGUT, U. S. N.,
Major General GORDON GRANGER, U. S. A.,
Commanding, &c., &c.,

Letter from Major General Granger to Brigadier General Page.

HEADQUARTERS UNITED STATES FORCES,
Mobile Bay, August 23, 1864.

GENERAL: I have notified Admiral Farragut of your desire to capitulate. Until his arrival hostilities will be suspended, when your proposal will be duly considered.

Very respectfully, your obedient servant,

G. GRANGER,
Major General United States Army, Commanding.

Brigadier General R. L. PAGE,
Commanding at Fort Morgan.

Letter from Captain P. Drayton and Brigadier General R. Arnold, on the part, respectively, of Rear-Admiral Farragut and Major General Granger, to Brigadier General Page.

HEADQUARTERS UNITED STATES FORCES,
Mobile Bay, August 23, 1864.

GENERAL: In reply to your communication of this date, received by Captain Taylor, asking for terms of capitulation, we have to say that the only terms we can make are:

1. The unconditional surrender of yourself and the garrison of Fort Morgan, with all of the public property within its limits, and in the same condition that it is now.
2. The treatment which is in conformity with the customs of the most civilized nations toward prisoners of war.
3. Private property, with the exception of arms, will be respected.

Very respectfully, your obedient servants,

P. DRAYTON,
Captain U. S. Navy, on the part of Admiral Farragut,
Commanding Naval Forces.

R. ARNOLD,
Brigadier General U. S. Army, on the part of General Granger,
Commanding United States Forces.

Brigadier General R. L. PAGE,
Commanding Fort Morgan.

Letter from Brigadier General Page to Captain P. Drayton and Brigadier General R. Arnold, acting on the part, respectively, of Admiral Farragut and General Granger.

FORT MORGAN, *August 23, 1864.*

GENTLEMEN: Your conditions in communication of to-day are accepted, but I have still to request that the terms asked with my sick be granted and inserted in the capitulations.

I will be prepared to surrender at two o'clock, and to embark as soon as possible.

Very respectfully, &c.,

R. L. PAGE,
Brigadier General C. S. A.

Captain P. DRAYTON, U. S. N.,
Brigadier General R. ARNOLD, U. S. A.,
*Acting on the part, respectively, of
Admiral Farragut and General Granger.*

Congratulatory letter to Rear-Admiral Farragut.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: Your despatch, numbered 368, is received, informing the department of the capture, on the 23d ultimo, of Fort Morgan. This is the last and most formidable of all the defences erected to command the entrance to the bay of Mobile, and it is a gratification that its capitulation was effected sooner than had been anticipated. I will not, in this communication, stop to comment on the bad faith exhibited in the destruction of the arms and property in the fort after its surrender, which is reprobated by you with just severity; but I desire to congratulate you and your command on a series of achievements which put us in possession of the bay; and, until the integrity of the Union is fully vindicated and established, close all ocean communication with the city of Mobile. In the success which has attended your operations you have illustrated the efficiency and irresistible power of a naval force led by a bold and vigorous mind, and the insufficiency of any batteries to prevent the passage of a fleet thus led and commanded. You have, first on the Mississippi, and recently in the bay of Mobile, demonstrated what had been previously doubted, the ability of naval vessels, properly manned and commanded, to set at defiance the best constructed and most heavily armed fortifications. In these successive victories you have encountered great risks, but the results have vindicated the wisdom of your policy, and the daring valor of our officers and seamen.

I desire that the congratulations which are hereby tendered to yourself, your officers and men, may be extended to the army who have so cordially co-operated with you.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Mobile Bay.

EXPLOSION OF A TORPEDO IN MOBILE BAY.

List of killed and wounded.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

August 29, 1864.

SIR: I regret to report to the department the following casualties resulting from the accidental explosion of a torpedo on the 25th instant:

Killed.—Charles E. Milliken, ordinary seaman, of the United States steamer Seminole.

Mortally wounded and since dead.—John Miller, seaman, Seminole; Robert G. White, seaman, Seminole; George Thompson, seaman, Seminole; Isaac Young, ordinary seaman, Seminole.

Wounded seriously.—Pilot Martin Freeman, of the Hartford; Acting Ensign John White, of the Metacomet, face badly cut and his body bruised; H. J. O'Brien, quartermaster of Metacomet, lost his right arm; William Howard, landsman of Metacomet, lost his right arm; James McDonald, seaman, lost an eye, also of the Metacomet; Charles White, boatswain of Seminole, leg fractured.

Slightly wounded.—Henry Chester, seaman, Seminole; Edward Mann, ordinary seaman, Seminole; Thomas Webster, landsman, Seminole. In all, fourteen, to wit: Killed and mortally wounded, five; wounded seriously, six; wounded slightly, three.

As the department has been advised, the rebels had planted a great number of torpedoes to guard the channel into Mobile bay, leaving only that portion clear which is immediately adjacent to Fort Morgan.

After the surrender I ordered the gradual removal of these obstructions. On the first day five of them were taken up and safely removed to the shore, and of these four were found to be so injured by immersion as to be perfectly harmless, one only being dry. On the second occasion five more were taken up and towed on shore, but becoming entangled with the ropes, the men having grown careless, collected around, and pulling and hauling them different ways, caused the explosion which resulted in the killing and wounding of the men above named.

As it is absolutely necessary to free the channel of these torpedoes, I shall continue to remove them, but as every precaution will be used I do not apprehend any further accident.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

REMOVING TORPEDOES IN MOBILE BAY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD,

Mobile Bay, September 13, 1864.

SIR: In my despatch, No. 377, I reported to the department that we were engaged in removing the torpedoes in Mobile bay, planted in the main ship channel.

The work is still progressing, and up to the present time twenty-one (21) have been taken up, all of which had been placed between the two buoys referred to in my reports. This part of the channel is now believed to be clear, for

though beyond doubt many more were originally anchored there, report says over one hundred, they have sunk to the bottom.

I am now searching for others between the western buoy and the spiles.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

FIRING UPON THE UNITED STATES STEAMER SEBAGO.

Letter of Rear-Admiral D. G. Farragut transmitting report of Lieutenant Commander W. E. Fitzhugh.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

Mobile bay, October 15, 1864.

SIR: I forward herewith (marked No. 1) a copy of a report by Lieutenant Commander Fitzhugh, of the Sebago, of the circumstances attending the firing upon his vessel on the morning of the 9th instant by the rebels, when stationed at the upper end of the bay as one of the squadron now guarding the immediate approaches to the city of Mobile.

Acting Ensign Charles B. Donance and Edgar A. Miller, landsmen, were killed, and John Gray, captain of forecastle, and Jeremiah Carthey and Christopher McLaughlin, landsmen, were wounded.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER SEBAGO,

Mobile Bay, October 9, 1864.

SIR: I have to report to you that at about 6.30 a m. of this date, while this ship was at an anchor to the southward and westward of Freeman's wharf, the enemy opened fire with a field-piece to the northward of the wharf, his shot falling short of us; went to quarters, and while ascertaining the position of the gun were opened upon by two rifle guns to the southward of the wharf, the shell passing over the ship. Returned the fire with 100-pounder rifle and nine-inch guns, the shell striking over and about the enemy's battery, doing but little damage. The enemy fired about fifteen rifle shells over and about the ship, three of which struck; one, the deck forward in circle for 100-pounder; one, ship's side under starboard main chains; one striking square-sail yard and port forward waist boat.

At 7.30, having fired twenty-three shells, weighed and stood off.

I regret to report the following casualties: Edgar A. Miller, landsman, killed; Charles B. Dorrance, acting ensign, left leg amputated; John Gray, captain forecastle, dangerously wounded in the forehead; Jeremiah Carthey, landsman, slightly wounded in the forehead; Christopher McLaughlin, landsman, wounded in the hand; all the above named were struck by a shell which struck the deck and exploded.

There was no evidence of earthworks where these guns were fired; they were so masked as to make them difficult to be seen. I regret to state since writing the above, the death of Acting Ensign Dorrance.

I am, sir, very respectfully,

W. E. FITZHUGH,
Lieutenant Commander.

Lieut. Com. W. W. Low,
Commanding U. S. S. Octorara, and Senior Officer off Mobile.

MISCELLANEOUS REPORTS.

ATTACK ON A BLOCKADE RUNNER UNDER THE WALLS OF FORT MORGAN.

Report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, La., October 23, 1863.

SIR: I have the honor to enclose herewith a report from Commodore H. K. Thatcher, commanding off Mobile bar, concerning the bombardment of a blockade runner under the walls of Fort Morgan, in which the Kanawha, Lieutenant Commander W. K. Mayo, was much exposed, and received some damage in her hull.

Very respectfully, sir, your obedient servant,

H. H. BELL,
Commodore, Com'dg W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore H. K. Thatcher.

UNITED STATES SHIP COLORADO,
Off Mobile Bay, October 12, 1863.

SIR: I have to inform you that this morning, as soon as it became light enough to see the beach, a small steamer was discovered aground directly under the guns of Fort Morgan, and a river steamer was apparently trying to assist her off.

The night and morning had been dark and rainy, so much so that objects were not visible a mile. As soon as this little steamer was discovered, Lieutenant Miller, executive officer of this ship, was despatched in the tender Eugenie to reconnoitre, and Lieutenant Commander Mayo, with the Kanawha, (he being the inside vessel,) also got under way for the purpose of attacking, and did so in a very gallant manner; but his guns being of short range compared with those upon the fort, and he was obliged to approach so near the enemy in order to hull him, that he was hulled himself by the fort, receiving an eight-inch solid shot in his starboard side forward of his smoke-stack, which struck the end of one of the main beams which support the deck under her pivot gun, bruising and ragging the beam very much; also displacing two carlins and starting the hanging knee which secured the beam, destroying the contents of the dispensary, and cutting a splinter from the foremast. Fortunately no one was hurt. Lieu-

tenant Commander Mayo, however, kept up a heavy fire upon these vessels, both before and after the accident, driving the tug inside the point for shelter. He did not retire until it became evident that his guns were of too short range to destroy the steamer without a certainty of losing his vessel. In the mean time the little *Eugenie*, under Lieutenant Miller, although covered with shot from the fort, kept up a constant fire from her field howitzers, and retired only with the *Kanawha*. It was believed that the 150-pounders of the *Lackawanna* and the *Genesee* would be able to reach the enemy out of range of their forts, and the attempt was accordingly made; but before they could reach a position to attack, the tug had returned from inside the point, and succeeded in releasing the small steamer (believed to be the *Alice*) from her dangerous position, and towed her into the cove north of Mobile Point, both the *Lackawanna* and *Genesee* firing from their 150-pounders within range, but with what effect we could not learn.

The steamer referred to is about the size of the *Eugenie*—probably upwards of one hundred tons—no spars, except a very short foremast, and, from all appearances, was outward bound when she grounded, and was probably trying to creep along shore during one of the thick, rainy squalls which occurred on the night and morning of the 12th. Her smoke-stack is visible inside, and will be closely watched. She is reported to be flying a Spanish flag.

I have every reason to believe that the greatest possible vigilance is exercised by this blockade, and that the commanders of the vessels now here are in every way worthy of their commands; but in the pitchy darkness which occasionally exist, especially during rainy nights, it is impossible to see a small object, such as a boat of one hundred tons, more than fifty yards.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,

Commodore.

Commodore H. H. BELL,

Com'dg West Gulf Blockading Squadron, New Orleans.

CONVOYING OF ARMY TRANSPORTS.

UNITED STATES SHIP *PENSACOLA*,

Off New Orleans, October 23, 1863.

SIR: I have the honor to inform the department that Major General N. P. Banks having expressed to me a wish for a convoy of transports, which he was preparing to send to the Rio Grande with troops to occupy there and at Brazos de Santiago, I found it necessary to withdraw the *Monongahela* for that service from the blockade of Mobile bay.

The conveying vessels will consist of the *Monongahela*, Commander James H. Strong; *Owasco*, Lieutenant Commander E. W. Henry; *Virginia*, Acting Volunteer Lieutenant Charles H. Brown. I could not assemble a more respectable force for that service without too much weakening the forces blockading the several ports within the limits of this command. This remote position of the troops on the Rio Grande will necessitate an increase of naval force in the Gulf, as, at least, three efficient vessels, of a class superior to the gunboats, will be required off Brazos de Santiago, or in its vicinity, for the security of army transports and army supplies going to that port.

Major General Banks himself will accompany the expedition, and is ready to embark his troops and proceed as soon as the storm now raging shall have abated.

The naval vessels conveying the transports cannot cross the bar, there being

not more than eight feet of water, but they may render the troops essential service with their boats and their guns of long range.

The expedition will sail, probably, to-morrow or the day after.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Com'dg W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

LANDING OF THE ARMY ON BRAZOS ISLAND.—NAVAL CO-OPERATION.

Report of Commodore H. H. Bell

UNITED STATES STEAM-SLOOP PENSACOLA,

Off New Orleans, La., November 10, 1863.

SIR: I have the honor to report that the division of the army under Major General Banks, which sailed hence on the 27th October, convoyed by the Monongahela, Captain James H. Strong, Owasco, and Virginia, effected a landing without opposition, on the 2d instant, on Brazos island, at Brazos de Santiago, and that a part of the same division was landed at the mouth of the Rio Grande on the following day, 3d instant, by the boats of the Monongahela and Owasco. The surf running high, two of the Owasco's boats were swamped, and two sailors and seven soldiers drowned.

The transports, having been separated in a norther, appear not to have sought the place named for rendezvous, but, after heaving to, proceeded straight for Brazos de Santiago, and begun to land before the arrival of the Monongahela, which vessel and the Owasco alone repaired to the appointed rendezvous, and waited there two days. Captain Strong commends Lieutenant Commander Henry for the skilful management of his vessel, having a transport in tow during the storm.

The troops at Brazos de Santiago had not landed on the main at the time of the departure of the despatch vessel on the 4th.

Please receive copies of the reports of Captain Strong, viz:

No. 1. Report of Captain Strong—arrival of convoy at Brazos de Santiago.

No. 2. Report of Captain Strong—landing of troops at Rio Grande.

I have the honor to be, very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Com'dg W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,

Brazos de Santiago, November 3, 1863.

SIR: I have the honor to report to you that I left the bar on the morning of the 27th, with this ship, the Owasco, and Virginia, to convoy the fleet of army transports, (in obedience to instructions.) All went well till the morning of the 30th, when we were caught by a gale from the north. Signal was made from the general's ship "to heave to," which was done. Soon after the transport Bagley came near with her flag main down. Wore ship to find out her difficulty, and render assistance if necessary; in going round rolled boats under,

filled and dropped a quarter boat, but saved her. This ship cannot carry this battery with safety. Found she could not lay to on account of putting out her fires. She required no assistance. Hove to again about eight miles to the south of the fleet. It was thick and foggy, with a great deal of sea. At daylight no vessels of the fleet in sight; stood for the rendezvous; reached it about 3 p. m. Next day fell in with the Owasco, at the rendezvous, with a disabled steamer in tow. Two transports came in during the day. Remained three days as near as possible to the designated point of meeting, in case of separation, then stood for this place, having the disabled steamer Bagley in tow, and taking with me the vessels that I had met with; found the rest of the fleet here, they not having stopped at the rendezvous. The general sent a steamer back, but she missed us. Found them landing troops, no one being here to oppose them. One small steamer, one schooner, and one launch were lost in the gale, but all hands saved. Lieutenant Commander Henry deserves great credit for the manner in which he handled his vessel in taking the disabled steamer in tow during the gale. The general wishes me to go down to the mouth of the Rio Grande, and land troops there if possible. I shall leave immediately. There are no foreign men-of-war there to-day. A French brig-of-war anchored there yesterday for about an hour, then left. The Virginia injured her rudder head during the gale, but can hold out for the present at any rate.

Very respectfully,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,

Flag-Ship Pensacola, New Orleans.

Additional report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,

Off Rio Grande, November 4, 1863.

SIR: I have the honor to report to you that I came down here with the troop transport Scott yesterday, at the request of the general, to land the troops if possible, and obtain lighters. After anchoring I sent a boat in with two army officers to obtain information, intending to land the troops if it was practicable. I then sent my boats and the boats of the Owasco to the Scott to be prepared to land when ordered, which was not to be till I had heard from the shore. I then took the last boat that I had, and took Captains Henry and Griffin in with me, to examine the bar. Finding it very rough, I pulled out to several of the vessels to get information if possible. I ascertained there were no troops here. While I was on board of one of these vessels it was reported to me that the boats were going in. The colonel had mistaken his orders and sent them in. Signal was made from my vessel to stop them, and I also would have headed them off, if possible, but was too late. I regret to have to report the swamping of two of the Owasco's boats and the loss of two of her men. As near as I can learn, seven soldiers were lost. My boats all got in safe, but could not get off till this morning. Three of my men are still on shore, but all safe. Two of the Owasco's boats are still on shore, the surf being too high for them to return out yet. The officer sent with the boats from this ship reports that the Mexicans treated them with kindness, and assisted him to get his boats launched. It was reported this morning that the rebels had burned Brownsville last night. The American flag is now flying on the Texan bank of the Rio Grande.

Very respectfully,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,

Flag-Ship Pensacola, New Orleans.

Report of Major General N. P. Banks.

HEADQUARTERS DEPARTMENT OF THE GULF,
Flag-ship McClellan, off Brazos de Santiago, November 3, 1863.

SIR: I have the honor to inform you that we reached Brazos de Santiago on Sunday, (1st November,) and effected a landing on Brazos island at meridian on the 2d, which is now in our possession. We shall move for the Rio Grande as soon as the vessels too deep for the bar can be discharged. On the 30th we encountered a severe gale from the north off Aransas, which scattered somewhat our fleet. The Virginia was disabled, and did not reach the Brazos until late Sunday evening. The Monongahela was separated from us, and has not yet reported. The Owasco arrived this morning, and reports that they have been at the rendezvous for three days. 10 a. m., the Monongahela is now in.

With much respect, your obedient servant,

N. P. BANKS,
Major General, Commanding.

Commodore H. H. BELL,
Commanding Blockading Squadron, New Orleans.

CONDITION OF AFFAIRS AT BROWNSVILLE, TEXAS.

UNITED STATES STEAM-SLOOP PENSACOLA,
New Orleans, La., November 13, 1863.

SIR: I have the honor to inform the department that I have a despatch from Captain Strong, commanding the United States steamer Monongahela, off the Rio Grande, November 10.

Major General Banks was in possession of Brownsville with three thousand men and sixteen pieces of artillery.

General Dana was in command of the mouth of the river; his number of troops are not stated; but more troops and supplies are being forwarded to that point.

The weather has been heavy, and the army has lost several steamers there.

They draw heavily upon us for coals, having no supply of their own in the Gulf, and I am obliged to recognize them.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Commanding W. G. B. Squadron pro tem.
 Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPTURE OF THE SCHOONER MARY CAMPBELL.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, La., November 20, 1863.

SIR: I have the honor to report that on the 14th instant Acting Volunteer Lieutenant Commander Smith, United States steamer Bermuda, recaptured schooner Mary Campbell, off Pensacola bar, from a gang of rebels or pirates, who came out of the Perdido river under the notorious James Duke, who captured the steam-tug Boston off the Mississippi some months ago. Two other schooners were in company with the Mary Campbell, bound to Pensacola navy yard for

coals under contract with the army; one of them is supposed to have gone safely into Pensacola bay, and the other was burnt.

I have had no report from Commodore Thatcher, who, by last accounts, had sent a gunboat to look after them and the freebooters at Perdido.

Being uncertain as to the proper disposition of this new class of prisoners, I shall send them to the north by the Bermuda, for the action of the Navy Department. * * * * *

James Duke was not captured.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy.

CAPTURE OF A BATTERY AT ARANSAS PASS.—NAVAL CO-OPERATION.

Report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, La., November 25, 1863.

SIR: I have the honor to report that the battery of three heavy guns at Aransas pass was captured on the 17th instant, by a body of troops under Major General Banks, from the Rio Grande, attended by the United States steam-sloop Monongahela, Commander James H. Strong.

Commander Strong, after assisting in the landing of the troops on Aransas island, steamed ahead and opened an effective fire upon the battery, which shortly hoisted a white flag, and was taken possession of by the troops, who engaged it also.

Major General Banks commends the effective gunnery of the Monongahela.

Please receive enclosed No. 1, Commander Strong's report, and No. 2, letter from Major General Banks.

I have the honor to be, &c.,

H. H. BELL,

Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,
Off Aransas Pass, Coast of Texas, November 17, 1863.

SIR: I have the honor to report to you that, in compliance with the request of Major General Banks, I left Brazos de Santiago on the evening of the 15th instant, to convoy his fleet of transports, bearing 1,900 troops, to this pass. In the afternoon of the 16th we arrived off Corpus Christi pass, and at sunset began to land troops on the southern end of Mustang island. About twelve hundred men were landed there. I sent men enough on shore to man a two-howitzer battery, under the charge of Acting Ensign H. W. Grinnell. At two this morning got under way and came with the remaining transports to this pass; landed the balance of the troops about four miles below the fortifications, then proceeded up within range and threw fifteen shells into it, making some

beautiful shots, the army advancing on both sides of the island towards the fortifications. At this time the enemy ran up the white flag, and I ceased firing.

The garrison of one hundred men surrendered, and three battery guns and a howitzer, with wagons, ammunition, and over one hundred horses and mules fell into our hands. The army are now in quiet possession of Mustang island, and command the pass.

The general proposes to move upon Pass Cabello in two or three days. He speaks in the highest terms of praise of the officer whom I sent on shore in charge of the howitzer battery, as well as of the men.

The Granite City is here, and I am obliged to detain her for a few days. Her commander will send a Spanish bark, taken off the Rio Grande as a prize, to New Orleans to-morrow. He has a prize schooner which is not considered safe to send, and as she draws but two feet of water, I will put her cargo into the bark, and detain her for General Banks's use.

Very respectfully, your obedient servant,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,

Com'dg W. G. B. Squadron, U. S. Flag-Ship Pensacola.

Report of Major General N. P. Banks.

HEADQUARTERS, DEPARTMENT OF THE GULF,
Flag-Ship McClellan, off Aransas Pass, Texas, November 17, 1863.

COMMODORE: It gives me pleasure to inform you of the capture of the works at Aransas Pass this day. We have in our possession three heavy guns, a lieutenant colonel, nine officers, ninety men, between eighty and ninety horses, a quantity of small arms, and considerable transportation. We arrived at Corpus Christi from Brazos Santiago yesterday about two o'clock p. m., and landed our troops during the night. It was supposed that the Matamoras, which we brought with us from the Rio Grande, would be able to cross the bar, but we found only two feet and a half of water there, which made it impossible, and we were compelled to land our troops upon the coast by means of surf-boats. The landing occupied a greater part of the night. The troops reached Pass Aransas early this morning, taking the enemy completely by surprise. After skirmishing for a couple of hours on the island, and the firing of some most excellent shots from the Monongahela, they surrendered. To-morrow we move against Pass Cabello, where we shall have perhaps a more severe contest. It is important, in reference to our future movements, that there should be one or two gunboats in Bonwick's bay. I hope you will send down one or two as soon as possible. Admiral Porter ought to send some of his gunboats, which were ordered here by the government, to the mouth of the river, around by the coast. I am confident we could get them round safely by means of buoying them, with the assistance of steamers, and watching closely for fair weather. The distance is about forty miles. I wish you would communicate with him upon this subject.

Captain Strong has been of great assistance to us in enabling us to land troops. The artillery practice against the enemy was most effective.

I have the honor to be, &c.,

N. P. BANKS,
Major General, Commanding.

Commodore H. H. BELL,

Commanding W. G. B. Squadron, &c., New Orleans.

Additional report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP PENSACOLA,
New Orleans, La., November 27, 1863.

SIR: I had the honor on the 25th instant to forward to the department the report of Commander Strong, United States steam-sloop Monongahela, announcing the capture of a battery of three heavy guns at Aransas Pass, on the 17th instant, by the Monongahela, and a body of troops under Major General Banks.

It was the general's intention to advance against the battery at Pass Cabello (the entrance to Matagorda bay) on the 18th; he had not done so, however, up to the 22d instant, my last advices from that point.

Refugees from Mobile report a small screw steamer, carrying a torpedo of one hundred and fifty pounds of powder over the bow, like that which attacked the Ironsides in Charleston harbor, as ready to come out from Mobile bay to assail the vessels off the bar or inside of Mississippi sound. The commanding officers have been apprised of these reports, and vigilance enjoined upon them.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CONDITION OF AFFAIRS AT PASS CABELLO.—NAVAL CO-OPERATION AT
 THE CAPTURE OF ARANSAS.

Report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, La., December 26, 1863.

SIR: Reports from the blockade commanders announce all quiet. Texas being the scene of military activity at this time, I have the honor to enclose the report (No. 1) of Commander J. H. Strong, United States steamer Monongahela, off Pass Cabello, December 21, which will inform the department of the state of affairs there; also (No 2) copy of official report of Brigadier General Ransom upon the capture of Aransas.

In paragraph 6th he commends Acting Ensign A. W. Grinnell, in command of naval howitzers, for good conduct.

I have the honor to be, your obedient servant.

H. H. BELL,

Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,
Off Pass Cabello, Texas, December 21, 1863.

SIR: I have the honor to report to you that I returned to this place on the 17th instant, after coaling at Galveston. Immediately on my arrival General Washburn informed me that he had learned that the rebels were collecting at the head of the peninsula, probably to dispute his passage. He wished to

make a reconnoissance, so I gave him the Granite City for that purpose. He went up in her himself, and found only scattering mounted pickets; a few shells dispersed them. The Granite City returned the following day. I have sent the Antona down to Brazos de Santiago, at the general's request, to take one of his staff down for a couple of rifled guns that he requires; she was at the same time directed to look out for blockade runners, but not to go to the Rio Grande. The Granite City is now inside the bar, and to-day gone up the bay inside with the general on board to reconnoitre.

A forward move is not anticipated now for two or three weeks; there are about six thousand troops here now. I shall probably be able to go down to the Rio Grande in this ship in a few days; I am expecting one of the gunboats up from there in a day or two * * * * *

Enclosed I send you a copy of General Ransom's report of the taking of Aransas.

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,

Com'dg W. G. B. Squadron, U. S. Flag-Ship Pensacola, New Orleans, La.

Copy of Brigadier General T. E. G. Ransom's official report.

HEADQUARTERS UNITED STATES FORCES,
North end of Mustang Island, Texas, November 18, 1863.

SIR: I have the honor to report that, in obedience to Special Order No. —, dated Headquarters, Department of the Gulf, Brazos de Santiago, Texas, November 15, 1863, I embarked with the 13th and 15th Maine, 20th Iowa infantry, two companies 1st engineers C. D. A., and two boat howitzers, on the transports assigned by Colonel Holabird, assistant quartermaster, leaving orders for the 34th Iowa infantry and the battery which were to arrive from Brownsville to embark on the steamer Warrior and follow the expedition.

At sunset on the 16th instant I disembarked the 13th and 15th Maine and 20th Iowa infantry and the two boat's howitzers, through the surf, near the south end of Mustang island, and at once moved my forces in a northerly direction up the beach, with a strong line of skirmishers in my front. Meeting no enemy I moved rapidly, and by 4 a. m. on the morning of the 17th instant had made 18 miles. I halted at this point, allowed the troops to rest until daylight, and again pushed forward. The enemy's skirmishers made a faint show of resistance about a mile south of their camp, when I deployed the 13th Maine, and advancing in line drove them to their camp on the north end of the island, where the garrison, consisting of nine officers and 89 men, with a battery of three heavy guns, surrendered to me without resistance and unconditionally. I at once placed Colonel Dyer, 15th Maine infantry, in command of the post, and made provision for the care of the prisoners and captured stores, which consisted chiefly of three heavy guns, the small arms of the prisoners, one schooner and ten small boats, all in fair condition. I herewith forward descriptive list of the prisoners and schedule of captured property. There are about 140 horses and mules and 125 head of cattle on the island. Scarcity of forage has compelled me to let them run at large and subsist on the scanty growth of grass on the island. Colonel H. D. Washburn, 18th Indiana infantry, commanding the troops on the steamer St. Mary's, disembarked a portion of his troops, 18th Indiana, at the south end of the island, and the remainder (8th Indiana) near the north end of the island, and by a forced march reached

me at this point, about two hours after the surrender. After my forced march of 22 miles up the beach, my command was completely exhausted and footsore. Both officers and men are entitled to great credit for their perseverance and zeal in accomplishing the march, and dragging the artillery by hand with them.

The co-operation of the United States naval forces under Commander James H. Strong, in the *Monongahela*, merits and receives my entire approbation. He advanced soon after daylight and searched for the enemy's works, making excellent practice with his guns, bursting 11-inch shells (as I afterwards ascertained) in the enemy's camp. The conduct of the naval party of Acting Ensign H. W. Grinnell and ten seamen from the *Monongahela*, in charge of two howitzers, on landing and accompanying the expedition from Corpus Christi Pass, was of the most satisfactory character. Captain L. P. Griffin, naval aid to General Banks, afforded me much valuable assistance and advice. The sailing of the fleet was under his direction, and the plan of landing through the surf was adopted through his advice.

I desire particularly to make honorable mention of Colonel Isaac Dyer, commanding 15th Maine infantry, and Lieutenant Colonel Hasselton, 13th Maine infantry, who were untiring in their efforts to encourage their men and urge them forward. Lieutenant Colonel Hasselton was the first man to land through the surf and plant his colors on the island. Captain Hill and Lieutenant Jackson, of General Banks's staff, volunteered much valuable assistance.

I regret to mention in this communication the unsoldierlike conduct of Major Thompson, commanding 20th Iowa infantry, who constantly discouraged his men by complaining in their presence of the hardships of the march, and permitted them to scatter and straggle to the rear, losing more than half his men before he reached the north end of the island.

Lieutenant Colonel W. S. Dungan, 34th Iowa, reported to me shortly after the surrender with his regiment and battery F 1st Missouri light artillery on steamer *Warrior*. I caused the 34th Iowa to be disembarked on St. Joseph's island, leaving the battery for the present on board,

I am, sir, very respectfully, your obedient servant,

T. E. G. RANSOM,
Brigadier General Volunteers.

DESTRUCTION OF SALT WORKS IN CHOCTAWHATCHEE BAY.

Report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP *PENSACOLA*,
Off' New Orleans, January 2, 1864.

SIR: I have the honor to enclose herewith the report of Edwin Crissey, acting ensign in command of the steam-tender *Bloomer* to the frigate *Potomac*, upon the destruction of vast salt works in Choctawhatchee bay, with the co-operation of Acting Master W. R. Brown, commanding United States bark *Restless*, belonging to the squadron of Acting Rear-Admiral Bailey.

The duty appears to have been performed in a manner creditable to the officers concerned.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Ensign Edwin Crissey.

UNITED STATES STEAMER BLOOMER,
East Pass, December 20, 1863.

SIR: I have the honor to report that on the afternoon of December 9, I started for West bay of St. Andrew's in the steamer Bloomer, and accompanying me the sloop Caroline. On the morning of the 10th came to anchor in St. Andrew's bay, and reported to Captain Brown, of the United States bark Restless, blockading the bay. An expedition was immediately formed to destroy the numerous works upon the bay. Captain Brown sent on board to assist in destroying the works three officers and forty-eight men. At six p. m. got under way and proceeded to Bear creek, at the head of North bay, to cut out a schooner, loaded with 100 bales of cotton, which lay four and a half miles up the creek. We found the water on the bar very low, and ran aground three times in trying to get over the bar, there not being water enough. At five p. m. proceeded to the salt works on West bay, destroying the salt works lined on each side of the bay for seven miles, belonging to private individuals, and numbering at least 198 different works, each averaging two boilers and kettles, which, with a large quantity of salt, were destroyed. Five hundred and seven kettles were dug up and rendered useless, and two hundred buildings of various sizes, used as storehouses, &c., were destroyed, together with twenty-seven wagons and carts. On the afternoon of the 14th we came to a large confederate government works, under the command of Mr. Clendening, which turned out daily four hundred bushels of salt. This was one of the best located on West bay, being situated in a marsh, the water of which yielded seventy-five gallons of salt to one hundred gallons of water. It was, in fact, a complete salt village, covering a space of three-fourths of a square mile, employing many hands and sixteen oxen and mule teams constantly to haul salt to Eufala sound, and from thence conveyed to Montgomery, at which place it is selling at a fabulous price, \$40 and \$45 per bushel. At this place were twenty-seven buildings, twenty-two large steam boilers, and two hundred kettles, averaging two hundred gallons each, which cost the government \$5 per gallon, all of which were totally destroyed, together with storehouses containing salt, &c. This work, together with the other works, could not have cost less than three million dollars. Thirty-one contrabands, two of whom were females, belonging to these works, gave themselves up and assisted in destroying the works. This bay was considered a safe place to pursue the making of salt, and for seven miles on each side of the bay was one continued string of salt works. On the 15th proceeded to the bark Restless for wood and water. On the evening of the 18th Captain Brown, two officers and forty men, came on board. We proceeded to East bay for the purpose of destroying the works there. We burned and destroyed all the salt works on East bay that were left. A large number were burned and destroyed by the enemy to keep them from falling into our hands. There are two companies of infantry stationed on the bay to guard the salt works.

In all our work in destroying the salt works the men on shore were under cover of the steamer's guns, and occasionally shelling the woods. On the 19th, noon, we started for the ship, arriving there at four p. m. Nine p. m. started for the east end of Santa Rosa island; experienced heavy weather, at ten p. m. blowing a heavy gale from north-northwest, with a heavy sea, steamer rolling and steering badly; eleven p. m. drifting off shore, parted wheel-ropes, came to anchor, repaired wheel-ropes, slipped cable, and stood in shore with a heavy head of steam; saw sloop about one-fourth mile to the leeward; twelve, midnight, close in shore, the weather more moderate; six a. m. steaming along shore with

a light northerly wind, the sloop Caroline not in sight; arrived at East Pass on the 21st, four and a half p. m.; sloop Caroline not in sight.

Respectfully, your obedient servant,

EDWIN CRISSEY,
Acting Ensign, Commanding.

Commander ALEXANDER GIBSON,
Commanding United States Frigate Potomac.

Report of Commander A. Gibson.

UNITED STATES FRIGATE POTOMAC,
Pensacola, December 23, 1863.

SIR: Having learned that there were very extensive salt works about West bay of St. Andrew's, I thought I should be rendering good service by destroying them. I therefore, on the 9th instant, despatched the steamer Bloomer with the sloop Caroline, under command of Acting Ensign Crissey, for the purpose of effecting that object, which he has effectually done, as will be seen by the report of his operations which I have the honor to forward to you.

Ensign Crissey was aided in the work by Acting Master W. R. Brown, of the United States bark Restless, which vessel is stationed at St. Andrew's bay.

Respectfully, your obedient servant,

A. GIBSON, *Commander.*

Commodore H. H. BELL,
Commanding W. G. B. Squadron, New Orleans.

DESTRUCTION OF REBEL GUNBOAT IN MATAGORDA BAY, &c.

Report of Commodore H. H. Bell.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, Louisiana, January 9, 1864.

SIR: I have the honor to enclose herewith two reports from Commander James H. Strong, United States steamer Monongahela, narrating some recent operations of the gunboats in concert with the troops at Matagorda bay. This is the latest information I have from the coast of Texas acquainting the department with the situation of affairs in that quarter.

The rebel gunboat destroyed was in Matagorda bay, and they have but two others there. The Estrella, drawing six feet water, was recently sent there for service on the interior waters, and appears to have arrived in time to be serviceable.

Very respectfully, sir, your obedient servant,

H. H. BELL,
Commodore, Commanding W. G. B. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,
Off Pass Cabello, Texas, December 28, 1863.

SIR: I have the honor to report my return to this place from the Rio Grande. On my arrival at the Rio Grande, on the 25th instant, I found the gunboat Penobscot there, she having been sent down by Captain Gillis to take a messenger. I found some sixty vessels anchored in Mexican waters, four steamers among them.

It seems that a large trade is still carried on there. Cargoes going in are taken up on the Mexican side above our line of pickets, and then carried across the river. Cotton is brought down the same way.

On Christmas eve there seemed to be almost a universal singing of confederate songs, firing guns, cheering for the rebels, &c., among the shipping. It was kept up nearly all night. I understood that only a few days ago a cargo of army wagons were landed there direct from New York, and cleared from the custom-house at New York. They were undoubtedly for the rebels, though nominally for the Mexican market.

The army expedition to Indianola and Lavaca was successful; the army now occupies both places. General Washburn is now waiting for re-enforcements and orders to move on.

At the mouth of the Brazos river the rebels have a fort, mounting at least twenty guns—so we learn from deserters and a partial reconnoissance; thirteen guns facing the sea, some of them heavy guns. Deserters also report that the rebels are removing guns from Galveston and taking them to Houston.

The boilers of this ship are in need of repairs. I have been obliged to haul fires three times (twice from one boiler and once from the other) since coaling at Galveston. I shall enclose the engineer's report to the fleet engineer to you. The ship also requires calking and other repairs.

At the request of General Washburn I have sent the Granite City up the peninsula, with General Ransom and one hundred troops on board, to cut off rebel pickets. The Sciota was directed to accompany her and assist in landing the troops, and then proceed to Galveston. * * * *

Respectfully, &c.,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,
Com'dg W. G. B. Squadron, New Orleans.

Additional report of Commander J. H. Strong.

UNITED STATES STEAM-SLOOP MONONGAHELA,
Off Pass Cabello, Texas, January 1, 1864.

SIR: I have the honor to report to you that the reconnoissance which I mentioned in my communication of the 28th of December as about to be made by the Granite City and Sciota for the general, was made the next day and the troops landed. At half past three in the morning of the 30th ultimo the Granite City came down to me and reported that the troops were landed the day before in the morning, and that the Sciota went up with General Ransom to reconnoitre at the mouth of Brazos river, leaving the Granite City to protect the troops till she should return. During the day, both in the morning and afternoon, the troops were attacked by a large force of cavalry, (800 or 1,000 of them,) but were defended by the Granite City, she firing 140 rounds before the enemy was driven off. At 9 p. m. she left the Sciota to cover the troops until she could come down to me for assistance. I got under way immediately with

the Granite City and the Penobscot, which was anchored near me at the time, and went up to render as much assistance as possible. While steaming up there came on a fog so dense that it was impossible to see a cable's length, so we ran the distance and came to anchor to wait for it to clear away. I happened to fall in with the gunboat Estrella a short time before we came to anchor. I sent the Granite City in to reconnoitre and find the Sciota. In a short time she returned and reported that the troops were still safe, but that the cavalry had made several attacks during the night. The Sciota anchored close in to the breakers, and by shelling on either side of the troops kept the enemy off. As soon as it was possible to see, I went in with the Penobscot, Granite City, and Estrella, and found that after the Granite City had come out to me a rebel steamer on the inside came close and shelled our troops out of their position, forcing them to retreat down the beach. I then sent the Sciota, Granite City, and Estrella in close to the shore to protect the troops through the night, and as it was nearly dark, I came to anchor there so as to destroy the rebel steamer in the morning, if the weather would permit. During the night a norther came on, and in the morning the rebel steamer was ashore, probably driven on by the gale, but the weather would not admit of getting under way to destroy her at any time during the day. This morning there was a dense fog, and as soon as it cleared away I steamed in and found that the steamer had been destroyed by fire. I threw a 200-pound rifle shell at the wreck to ascertain if any persons were still remaining about there, and then returned to Pass Cabello and found that the Sciota, Granite City, and Estrella, having succeeded in getting the troops on board, had brought them here. After having seen all safe above, I sent the Penobscot to Galveston to report to Captain Gillis.

Very respectfully, your obedient servant,

J. H. STRONG, *Commander.*

Commodore H. H. BELL,

*Com'dg W. G. B. Squadron, U. S. Flag-Ship Pensacola,
New Orleans, La.*

LIST OF KILLED, WOUNDED AND PRISONERS OF THE UNITED STATES STEAMERS
CLIFTON AND SACHEM.

Letter of Rear-Admiral D. G. Farragut transmitting report of Acting Volunteer Lieutenant F. Crocker.

UNITED STATES FLAG-SHIP HARTFORD,
Off New Orleans, February 5, 1864.

SIR: With this I send a letter from Acting Volunteer Lieutenant Crocker, of the United States steamer Clifton, with a list of the killed and wounded in the affair at Sabine Pass. * * * * *

I am, very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Frederick Crocker.

CAMP GROCE, TEXAS,
November 9, 1863.

SIR: Your communication, under date of October 27, 1863, to Major General J. B. Magruder, asking the names of the killed, wounded, and captured officers

and crew of the late United States steamers Clifton and Sachem, has been this day referred to me with permission to answer.

I have the honor to forward you herewith a correct list of the captured officers, and, with the exception of the colored men, of the crew of the Clifton, and as near as I am able to ascertain, a correct list of the killed, wounded, and missing. I also forward similar lists of the Sachem, as handed me by Acting Volunteer Lieutenant A. Johnson.

In my former report I mentioned the name of my executive officer only. All the wounded have recovered, but of the missing it is known that many were drowned. I also include a list of officers and men of the signal corps, and of the 75th New York volunteers.

I am, very respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, U. S. Navy.

Commodore H. H. BELL,

Com'dg W. G. B. Squadron, off New Orleans, La.

List of the killed, wounded, and missing, United States steamer Clifton.

Killed.—Robert Rhodes, acting master and executive officer; Michael Driscoll, landsman; a negro, (contusion,) name unknown.

Of the 75th regiment New York volunteers.—L. D. Halleck, corporal, company B; G. T. Beardsley, private, company B; D. E. Parker, private, company B. H. Raymond, private, company A; James Benedict, private, company D.; W. W. Miller, private, company G; William F. Pray, private, signal corps. Total killed, 10.

Wounded.—F. J. Bradley, third assistant engineer; William Mahoney, landsman; Peter Brown, seaman; Morris Powers, second class fireman.

Of the 75th regiment New York volunteers.—E. N. Anderson, private, company B; E. L. Bradley, private, company B; W. H. Beebe, private, company G; John Campbell, private, company G; Lieutenant J. W. Dana, signal corps, slightly. Total wounded, 9.

Missing.—Twenty-one of the crew, names unknown, mostly colored.

Of the 75th regiment New York volunteers.—O. A. Brown, corporal; A. G. Borden, private, company A; R. S. Canfield, private, company B; F. Olford, private, company B; R. Tucker, private, company B; A. B. Brown, private, company G; J. Bump, private, company G. Total missing, 28.

Grand total.—Killed, 10; wounded, 9; missing, 28.

Very respectfully,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, U. S. Navy.

List of officers and crew of the late United States steamer Sachem, at Sabine Pass, September 8, 1863.

PRISONERS.

Officers.—Amos Johnson, acting volunteer lieutenant; A. H. Reynolds, acting ensign; J. C. Henry, acting master's mate; W. E. Bridges, acting master's mate; A. E. Larrien, paymaster's clerk.

Petty officers.—John Taylor, boatswain's mate; Herman Spilker, quartermaster; J. C. McNerney, quartermaster.

Seamen.—Edward Foley, John Stewart, George Brown, Charles Brown, Thomas Hall, Thomas Mulman, Daniel Baker, George McClerran, William

Vorgan, John Swift, William Sutter, John Thompson, Alexander Ashton, John De Casta.

Landsmen.—John Imbush, Michael De Laney, James McVey, James Kelley, Thomas Miley, John Carey, M. J. Flynn, George M. Whiteman, James Stewart, William Wheaton, Peter Martin, John A. Andrews.

Engineers department.—John Hayes, Dennis Toomey, John McDonough.

KILLED.

Officers.—John Fraser, second assistant engineer.

Seaman.—John Williams.

Firemen.—William Robinson, Thomas Sullivan, Calvin Williams, Richard Turner, Thomas Ryan.

MISSING.

Officers.—John Munroe, third assistant engineer.

Seamen.—*Peter Benson, *G. W. Meeker.

Landsmen.—Peter Lee, Henry Brown, William Glenn, *George Horton, Randel Smith, Isaac Carter, William Wilson, John Chase, Willis Green, *William Lowe, *Samuel Smith, John Horton, John Rolles.

Very respectfully,

AMOS JOHNSON,
Acting Volunteer Lieutenant, U. S. Navy.

CAPTURE OF UNITED STATES SHIPS MORNING LIGHT AND VELOCITY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Mobile Bay, August 22, 1864.

SIR: I have the honor to forward herewith (marked No. 1) the report of Acting Master John Dillingham of the capture of the United States steamer Morning Light and prize schooner Velocity, on the 21st of January, 1863, in Sabine Pass, by the rebels.

Acting Master Dillingham was sent to the Pocahontas off that pass, on the 24th ultimo, by flag of truce, on a parole of six months, for the exchange of a Captain Fowler, of the rebel navy.

Under orders of Commodore Palmer he reported to me, and I directed him to return to New Orleans, and after making the best arrangement he could through Colonel Dwight for an exchange, to proceed north and report to the department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Assistant Surgeon J. W. Sherfy.

CHAMPAIGN CITY, CHAMPAIGN COUNTY, ILLINOIS,
April 12, 1864.

SIR: At the request of Acting Master John Dillingham, late commander of the United States ship Morning Light, and yet a prisoner in Texas, I have the

NOTE.—Other reports show that those marked with a * reached the United States steamer Arizona in safety

honor of submitting the following report of the capture of that vessel on the 21st of January, 1863, off Sabine Pass. It also fulfils the order of Admiral Farragut, in his letter of permission to go north, dated March 21, 1864, a copy of which, with other papers referred to, is herewith enclosed.

I cannot claim for this report that technical accuracy of detail which would characterize one from Captain Dillingham himself, but present it simply as a correct memoranda of the main facts in connexion with that event.

An attack on the blockade at Sabine, consisting of the Morning Light, the schooner Rachael Seaman, Acting Master Hooper, and the schooner Velocity, Acting Master Hammond, had been threatened for several weeks. The two schooners previously stationed in the bay near Sabine City had come outside the bar to obtain a better position in the event of an engagement. A few days before this occurred, the Rachel Seaman had, pursuant to orders from Commodore Bell, at Galveston, gone to Pensacola for repairs.

Knowing the defencelessness of sailing vessels against equally armed steamers, Captain Dillingham had made urgent application for the addition of a steam gunboat to the force at Sabine, and also for a pivot gun for his own vessel, neither of which could be obtained. These applications had been made before the departure of the Rachel Seaman.

Early in the evening of the 20th the enemy's vessels were seen to come down the bay and anchor near the city. Apprehensive of an attack that night, every preparation was made for defence. There was at that time a dead calm; at dark Captain Dillingham made sail, and ordered the Velocity to do the same, to obtain if possible an offing more favorable for manœuvring the ship should the attack be delayed till morning. The calm continued all night, with scarcely a perceptible breeze, and the vessels merely drifted with the current a few miles down the coast, the Velocity coming to anchor early, not being able to control her course with the helm, and fearing she might drift nearer the shore. About 6½ o'clock on the morning of the 21st the enemy were seen coming seaward; a very light wind prevailed, and the Velocity was signalled to come up and keep near the ship, which awaited her approach, when all sail was made and we stood out to sea.

The enemy's force consisted of two cotton-clads of the very best construction; the steamboats Josiah Bell, with two twenty-four-pounder field-pieces, and the Uncle Ben, with a sixty-eight-pounder rifle; each vessel carrying a crew of two hundred and fifty men.

At half past eight o'clock they got in range with their rifle, firing at short intervals, but doing us little damage for a while; at nine o'clock they began with their light guns, and we replied, giving them alternately the port and starboard broadsides as rapidly as the ship could be worked; thus the engagement continued nearly two hours, when the enemy opened on us a severe fire from their small arms; about this time a shell from their rifle exploded on our forward port gun, dismounting it, killing one man, and wounding nearly the entire gun's crew. It was impossible for the men to remain at the guns under the galling fire from the enemy's sharpshooters. They had come within close range upon our port and starboard quarters, and from their elevated position completely swept our decks; an effort was now made to train the two aft guns upon the enemy, and fire through the cabin; but as it was impossible to get such a bearing as would offer a reasonable chance of inflicting any damage, and the men were now all driven from the other guns, the commander, deeming further resistance useless, reluctantly determined to surrender, and our flag was hauled down.

The ship was completely riddled in her upper works, and of five boats four were entirely destroyed; one man was instantly killed, one fatally, and five severely wounded, and a large number received slight injuries.

Before the surrender, eighty rounds of shot and shell had been discharged, and the men had thrown most of the small arms overboard.

The Velocity had kept up a steady fire with her two howitzers, but the enemy paid little or no attention to her until the ship surrendered, when, she having followed our example, they took possession; she had no one injured on board. I have since heard that she was recaptured in attempting to run the blockade with cotton.

Though repeatedly struck, the cotton-clads were not seriously damaged. The enemy denied any loss, but it was afterwards said that four were killed and as many wounded.

It is not my intention to be the eulogist of Captain Dillingham, yet I may be allowed with propriety to say that his self-possession and bravery throughout the engagement elicited the admiration of both officers and men. The rebels have since repeatedly testified that the ship was skilfully and gallantly defended, and the personal courage and daring of its commander unsurpassed; regardless of himself, he remained upon deck amid such terrific volleys of musketry that his escape seems almost miraculous; his example infused a similar spirit among the officers and crew, and each did his part nobly.

I am impelled to be thus explicit in all the details of the engagement, that you may know that the Morning Light was not "pusillanimously" surrendered. We were all chagrined beyond measure upon reading in the Houston Telegraph a copy of Admiral Farragut's report to you, knowing that he had been most grossly deceived by ignorant or designing men.

The officers and crew were taken to Sabine City. Their personal property was generally respected, excepting twenty-nine contrabands, who were robbed of everything and treated with much indignity.

Having towed the ship as near the shore as the depth of water would permit, the confederates attempted to lighten her sufficiently, if possible, to get her over the bar. In this they did not succeed, and fearing the advent of gunboats from Galveston they burnt her; of the eight heavy guns they did not get off a single one; and strangely enough they did not get more than half the stores, though she was not destroyed until the second morning after the engagement.

On the 24th the officers and crew were sent to Houston, where I joined them on the 1st of February, having remained behind in charge of some wounded that could not be immediately removed. While at Sabine, Major O. M. Watkins, commander of the expedition against us, administered the enclosed parole to me and five others, fearing an attack from our vessels, and that we might be retaken. This parole will elicit your attention. I was informed at Shreveport that Commissioner Ould "unconditionally" released all surgeons, though I did not see his order to that effect.

The conduct of Major Watkins and the other confederate officers associated with him towards us was invariably courteous and obliging. He offered to send me by flag of truce to the fleet soon after my capture, but at the solicitation of the wounded, and in obedience to my own conviction of duty, I respectfully declined the offer.

On the 1st of May, the federal officers (excepting the surgeons) were sent to the Huntsville penitentiary, and for a while confined in cells, though subsequently treated less harshly.

June 11th, under some frivolous pretext, Doctor Cummings, of the forty-second Massachusetts volunteers, and I were arrested and placed in close confinement until the 14th, when we were sent with the men to "Camp Groce," near Hampstead.

About the 1st July, the officers at Huntsville were released from the penitentiary, and sent to "Camp Groce."

September 14, two hundred and fifty prisoners from the Sachem and Clif

ton, and, a few weeks later, their officers were added to our number. The latter were confined separate from the other officers, and no intercommunication permitted; other additions had been made, increasing our number to four hundred. Here we remained under close guard until December 9, when the commissioned officers were removed to "Camp Ford," near Tyler, Texas, and the non-commissioned officers and privates, having been paroled, were sent to "Camp Instruction," near Shreveport, Louisiana, with assurances of immediate exchange. I was graciously permitted to accompany them.

The condition of the prisoners in Texas and Louisiana is most deplorable. Their clothing is insufficient, and their health impaired. They are without money—their allotments having long ago run out, and their families, from whom they have not heard since their capture, are, in many cases, without adequate support. They have suffered much from cold and heat and fatigue, and a meagre supply of medicine and subsistence. Humanity dictates that everything in the power of the government should be done to accomplish their speedy release.

As to our treatment, when we consider the limited means of subsistence, and wretched tenements at the command of the confederate authorities, and the absence of skill and industry in applying the few facilities they did possess, it may probably with justice be said that many, if not most, of our discomforts and hardships were rather attributable to circumstances than to any perverse or malicious intention on the part of the rebels to maltreat us; but there were some things that could not bear so liberal a construction—the compelling of sick and enfeebled men, many of them without shoes, to make long marches; the neglect to provide adequate transportation when it was in their power to do so; the deception practiced upon our officers at Camp Groce, where, under reiterated promises of immediate exchange upon their arrival at Shreveport, they were induced to sell nearly all their clothing and other effects, and were then, without explanation or apology, detained at Camp Ford; their refusal or neglect to provide even the most needy of our men with clothing when they were suffering from want of it during the past unusually inclement winter; and the unwarrantable incarceration of our officers in the cells of a penitentiary. These and other instances of cruelty and wrong which might be mentioned, were not this report already, I fear, too long, cannot be viewed as justifiable to prisoners of war, and may appropriately be characterized as unusual and barbarous. There were numerous instances, however, of individual kindness that contrasted strongly with the harshness or indifference of others, and did much, at times, to alleviate our sufferings.

While at Houston I was permitted to visit the prisoners daily, and during the six months at Camp Groce I had almost the entire medical charge of them. There was a great deal of sickness, and my duties were exceedingly laborious.

After arriving at Shreveport, finding I had no means of attending the sick, now under the exclusive treatment of the confederate surgeons, who, I believe, aimed to do as well by them as their own soldiers, I asked to be released under the order of Commissioner Ould, thinking I might accomplish something towards effecting the exchange of our people. The request was granted, and I left Shreveport on the 17th of February, 1864, arriving in our lines, near Franklin, on the 9th of March, having been a prisoner nearly fourteen months. During the trip from Shreveport to Franklin the treatment of the confederates towards me was most liberal and courteous.

Enclosed you will find a copy of my parole from General Kirby Smith.

I represented to Major Generals Banks and Franklin and others the condition of the federals in Texas and Louisiana.

Arriving in New Orleans I reported to Commodore Palmer, when, after some delay in hearing from Admiral Farragut, I received his letter of permission to

go north, and took the first steamer for Cairo, and am again with my friends, after an absence of nearly three years.

I await your orders ; and if the exigencies of the service do not forbid it, I respectfully solicit a furlough, with the privilege of reporting, on or before its expiration, for duty in the South Atlantic or Gulf squadron, though I do not wish to urge a preference.

I have the honor to be, very respectfully, your obedient servant,

J. W. SHERFY,

Act'g Assistant Surgeon U. S. N., late of the Ship Morning Light.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master John Dillingham.

UNITED STATES STEAMER POCAHONTAS,

Off Sabine Pass, July 25, 1864.

SIR : I arrived on parole to the blockading fleet yesterday, and take the first opportunity, after being eighteen months a prisoner of war in Texas, to report the capture of the United States ship Morning Light whilst under my command. On the afternoon of January 20, 1863, while blockading Sabine Pass, in company with prize schooner Velocity, two steamers were reported coming down Sabine lake. From information received from refugees, I knew them to be the confederate steamers J. H. Bell and Uncle Ben, which had been most formidably fitted up to attack my ship, and of which I had advised Commodore Bell, commanding the naval forces off Galveston. The ship being in very shallow water, and not sufficient wind to manage in an engagement, I got under way at 8 p. m. and ordered the Velocity to do the same, and keep company with the ship. It being the last part of a norther, the ship had no steerage way during the night.

My expectations of an early attack were confirmed at daylight by observing both steamers approaching from the town. I had the royal yards crossed, and after waiting for the Velocity to communicate, made all sail to southwestward, to get an offing, with a light, baffling air from the eastward. The foremost steamer, J. H. Bell, soon opened fire with a 64-pounder rifled gun, her shot cutting the main yard nearly in two and damaging the rigging in its wake. I returned her first fire from a rifled howitzer on the poop, which burst at the first discharge, wounding those in charge of it. I was now obliged to keep off and to use the broadside guns, while the attacking steamers kept in line, exposing nothing but their cotton-clad bows. The enemy's shot were thus repeatedly taking damaging effect to the ship, while our broadsides seemed not to materially damage the steamers. Both steamers, taking advantage of the light wind, soon shifted out of our range and advanced within musket range, and while they were annoying our topmen and others exposed above decks with musketry, seemed hesitating for an opportunity to board us on each quarter. In such an event, as our battery was unfortunately all forward of the mainmast, we should be entirely at their mercy. After expending several broadsides at the enemy, I hauled to the southward, watching for a chance to charge on and try to destroy one of the steamers at close range. Both steamers now separated for boarding us, as I expected, when I brought the ship to the wind, and gave the Uncle Ben two successive broadsides at near range, one shot taking effect at the water-line, at the same time the J. H. Bell managed to explode a shell on our deck, crippling the crew and gun No. 2, port side ; she then boarded our port quarter and commenced a most galling fire from her cotton barricade,

on our decks. I then had two guns taken out of the battery and ranged fore and aft to repel boarders, but none appeared in sight, while they had full command of our decks with musketry from their cotton-clad bulwarks. Finding nothing but a general massacre on our side would be the result of longer resistance, I ordered the flag hauled down, and requested the enemy to cease firing, at which they demanded an unconditional surrender. I surrendered the ship after about two hours' engagement at great disadvantage. The ship was most severely cut up by shot in all directions. The casualties were, one man shot all to pieces, one mortally and eleven seriously and about twenty slightly wounded. My officers and crew behaved in the most satisfactory manner throughout. Acting Masters H. W. Washburn and W. W. Fowler managed the two gun divisions with energy. Acting Master's Mate George H. Rice, who has been creditably mentioned in former engagements, showed extraordinary gallantry in hauling down the flag, assisted by Quartermaster T. H. Sheppard, under a most severe fire of musketry. The *Velocity*, in command of Acting Volunteer Lieutenant Hammond, surrendered at the same time with the ship, fortunately without casualties. The ship was towed back to the bar, and after being three days in the enemy's possession was burnt with about everything on board, on the approach of two gunboats from the westward.

My report being made up from long recollections after so long confinement, I may not, perhaps, do justice to those under my command in bringing them to favorable notice. Trusting the zeal they displayed up to its becoming useless to contend against an enemy numbering five to our one, with the advantage of steam and cotton barricades, will be appreciated by the government they were serving,

I have the honor to remain, most respectfully, your obedient servant,
 JOHN DILLINGHAM,
Acting Master, U. S. N.

Hon. GIDEON WELLES,
Secretary of the Navy.

CAPTURE OF VESSELS AND REBEL OFFICERS IN MATAGORDA BAY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP TENNESSEE,
Off New Orleans, April 20, 1864.

SIR: I have the honor to report to the department that on the night of the 28th of March Lieutenant Commander A. P. Cooke, commanding the United States steamer *Estrella*, blockading in Matagorda bay, discovered a light up the bay, and on approaching found a small schooner on fire, aground and deserted. Endeavors were made to save the vessel, which, however, proved fruitless. Nine bales of cotton and some loose cotton were taken from her.

I have further to report that on the 6th instant Lieutenant Commander Cooke made a cruise up the bay, and when off Indianola discovered a schooner and small sloop, both of which he captured, together with four prisoners, all of whom were in the rebel service. These he delivered over to the military authorities, retaining the vessels. The schooner is only of eight tons burden.

It appears that on the 3d instant the rebels sent a flag of truce to the point near the anchorage of the *Estrella*. On returning from boarding the schooner carrying the flag, the executive officer of the *Estrella* reported that there were several officers of the rebel gunboat J. F. Carr on board. The vessel, however, was not detained.

On the 5th instant the same parties came again with a flag of truce in another

schooner, upon some trivial errand, but went back again immediately, and it was on the following day that Lieutenant Commander Cooke made the reconnoissance above referred to, in which he captured the schooner last mentioned. Enclosed is his report of the circumstances, addressed to Captain Marchand.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander A. P. Cooke.

UNITED STATES GUNBOAT ESTRELLA,

Matagorda Bay, April 7, 1864.

SIR: I have the honor to report that on the 3d instant the enemy sent a flag of truce to this point in a schooner. I met her, and sent Acting Master Pomeroy to learn its object. Afterwards I communicated with the commanding general, who sent an officer to attend to the flag.

Mr. Pomeroy informed me there were several officers of the rebel gunboat J. F. Carr in the schooner. They came with the flag of truce, doubtless, to make a reconnoissance of our situation here. The weather prevented the schooner from returning till next day. On the 5th instant the same party came again in a different schooner, on a trivial errand, with a flag of truce, but returned immediately. On the morning of the 6th instant I took a cruise up the bay, and when off Indianola discovered the schooner which had been down the day before in a flag of truce lying in a bayou at the town. I fired a shot at her, whereupon a white flag was hoisted at her masthead, and two men came off in a small boat. They were detained as prisoners, and an armed boat sent in to bring out the schooner, and a little sloop which was lying there. Two other men were brought off with the schooner. I ascertained that the men were all in the employ of the enemy. They gave their names as follows: Captain Green Hall, C. S. N., commanding confederate gunboat J. F. Carr; Joseph R. Hanna, first pilot gunboat Carr; James Delaney, pilot transport steamboat Lucy Gwinn; and William Austin, commanding despatch boat Julia A. Hodges, which is the name of the schooner captured—a fast little vessel of eight tons burden. I brought the boats down to the anchorage at Pass Cavallo, and turned the prisoners over to the provost marshal of the forces at this point.

Very respectfully, your obedient servant,

A. P. COOKE,

Lieutenant Commander.

Captain J. B. MARCHAND,

Commanding Third Division W. G. B. Squadron,

United States Steam-Sloop Lackawanna.

CAPTURE OF THE U. S. STEAMERS GRANITE CITY AND WAVE.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD,

May 13, 1864.

SIR: I regret to inform the department of the capture in Calcasieu bay, near the Sabine river, of two vessels of my squadron—the steamer Granite City and steamer (tin-clad) Wave.

How the event took place has not yet been ascertained. I only know the simple fact without particulars.

By the next mail I may be able to give you definite information.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Detailed report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

Off Pensacola, May 18, 1864.

SIR : I have already informed the department, in my despatch No. 179, of the capture of the Granite City and the Wave at Calcasieu, and I regret to be obliged to report the additional loss of a boat and boat's crew of the New London at the same place.

The circumstances appear to be as follows : I had directed Captain J. B. Marchand, commanding the Texas division, to send into Matagorda bay a light-draught vessel, in addition to the Estrella, to protect the army, as a considerable portion of the force there had been withdrawn to assist General Banks when hard pressed in the Red river, and had named the Granite City as a proper vessel, from her draught, for that purpose.

Captain Marchand, on the 9th instant, despatched the New London (Acting Master Lyman Welles) to Sabine Pass, with the necessary orders to the commanding officer of the Granite City. After communicating with Commander Woolsey, senior officer there, Acting Master Welles proceeded to Calcasieu in search of the Granite City, neither Commander Woolsey nor Acting Master Welles being aware of the disaster that had occurred at Calcasieu.

Acting Master Welles reports that he anchored outside, about five miles from the Granite City, at 11.30 a. m., of the morning of the 10th instant, and tried to communicate with her by signals, but the weather being misty, he could not make out her answers, and sent in a boat with Captain Marchand's despatch, under the charge of his executive officer, Acting Ensign H. Jackson, accompanied by A. T. Vanzile, coast pilot, and four men, all armed. The boat did not return, but Acting Master Welles supposed that he was detained in consequence of the increasing wind and sea, which began to break heavily upon the bar.

The next morning he got under way and ran nearer in, until within $3\frac{1}{2}$ miles of the Granite City, when he again made signals, but without eliciting any reply. He then sent in a second boat with a flag of truce, in charge of Acting Ensign H. Z. Howard, who soon after returned with the following report : That Acting Ensign Jackson had approached the Granite City until, within distance of small arms, he saw the rebel flag at her peak, but supposed, as the men said, that it was flying as a joke, and fired on it, when he was immediately killed by a shot from the Granite City. The rest of the boat's crew were taken prisoners. He further reports that he was informed that the Granite City and Wave were captured on the morning of the 6th instant by the rebel land forces, after one hour's engagement.

Enclosed are copies of the report of Acting Master Lyman Welles and of Acting Ensign Howard, marked Nos. 1 and 2, and also a list of the officers and men killed and taken prisoners, and of the property captured, marked No. 3.

These are all the facts connected with the loss of the Granite City and Wave which have as yet come to my knowledge.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master L. Welles.

UNITED STATES STEAMER NEW LONDON,
Off Galveston, May 11, 1864.

SIR: I regret to inform you of the loss of the United States steamer Granite City and a tin-clad gunboat, name unknown, captured by the rebels at Calcasieu on the 6th instant, and a boat and boat's crew belonging to this ship on the 10th instant, under the following circumstances:

Pursuant to your orders, on the 9th instant I went with this ship to Sabine Pass and communicated with Commander M. B. Woolsey, senior officer there, and then proceeded to off Calcasieu, arriving at 11.30 a. m. on the 10th instant. I found that the Granite City was anchored inside, and I came to anchor in $2\frac{1}{2}$ fathoms, about five miles from her; set my numbers, but it being somewhat misty, and the wind blowing on shore, I could not make out her answer. I therefore sent in your despatch, in charge of Acting Ensign H. Jackson, executive officer, accompanied by A. T. Vanzile, coast pilot, in my 3d cutter, with cockswain and four men, all armed. I charged Mr. Jackson to be cautious in proceeding, and to return as soon as possible. The boat left the ship at 12 m.

He did not return, but I thought that the increasing wind and sea was the cause of his detention, as it began to break heavily on the bar.

This morning at daylight the wind having shifted to northwest, and sea smooth, I got under way and proceeded in-shore and came to anchor; the Granite City, bearing north-northwest about $3\frac{1}{2}$ miles distant, set her number, but there was no reply. At 9 a. m. we fired a gun. At 10.30 a. m. sent in a boat with flag of truce, in charge of Acting Ensign H. Z. Howard, a copy of whose report, marked A, I enclose, as also a list, marked B, of officers and men killed and captured, and statement, marked C, of property belonging to this ship captured by the enemy.

Very respectfully, your obedient servant,

L. WELLES,
Acting Master, Commanding.
Captain JOHN B. MARCHAND, U. S. N.,
Com'dg 3d Division, W. G. B. Squadron, off Galveston, Texas.

Report of Acting Ensign H. Z. Howard.

UNITED STATES STEAMER NEW LONDON,
May 11, 1864.

SIR: The loss of Mr. Jackson and boat's crew is as follows:

The boat got within distance of small arms on board the Granite City, with a confederate flag at the peak. Mr. Jackson thinking, as our men said, that the flag was flying as a joke or lark, fired on it. Immediately after he was shot dead by a shot from the Granite City. There was no other shot fired. The remainder of the boat's crew were taken prisoners on board the Granite City.

It was also stated that the Granite City and one tin-clad were captured on the morning of the 6th May by the rebel land forces, after one hour's engagement, and that Mr. Jackson might have known that they were captured, as the Granite City was so much shattered by shot.

This was stated to me by the officer in command of boat.

Respectfully, your obedient servant,

H. Z. HOWARD,
Acting Ensign.

L. WELLES,
Acting Master, Commanding.

List of officers and men in New London's boat.

Acting Ensign Henry Jackson, killed.
Coast Pilot A. T. Vanzile, prisoner.
Cockswain John Hurley, prisoner.
Seaman George Miller, prisoner.
Seaman Charles Wilson, prisoner.
Seaman George Curry, prisoner.
Ordinary Seaman John Dunn, prisoner.

List of property captured.

One boat, with oars, &c.
Seven Sharpe's carbines and equipments.
Four navy pistols.
Four navy revolvers.
Five navy swords.
One navy cutlass.
One hundred and twenty rounds ammunition for carbines.
Twenty-five rounds ammunition for pistols.
Six rounds ammunition for revolvers.
Fifty caps for revolvers.
Two hundred caps for carbines and pistols.

Additional report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Off Mobile, May 23, 1864.

SIR: I have just received from Captain Marchand (whom I have recalled from the coast of Texas to re-enforce my blockading force here) two letters—one written by Acting Master Lamson of the Granite City, and the other by Acting Assistant Surgeon Boyden, of the Wave—from which it appears that they had come to the conclusion, as most of those gentlemen do, that there is no danger in the enemy's country so long as you do not see it. They were lying without steam or any precaution against attack, and the enemy, about three hundred infantry and four pieces of field artillery, opened upon them at the distance of perhaps one hundred yards. They say that each vessel made a most gallant defence, but finally had to surrender, having so many killed or wounded, while the letters show that there were only ten wounded on board the Granite City, two of whom have since died, and eight wounded on board the Wave, all flesh wounds. This was the desperate fighting that caused them to surrender. The enemy was on shore without cover of any kind.

It is very mortifying to see my vessels behave so badly. * * *

The assistant surgeon says the commander of the Wave fought a gun himself, and fought forty minutes longer than the Granite City, and his vessel received two shot through her boilers before he surrendered. He also says that a small amount of vigilance would have prevented the disaster. The soldiers who were on shore were also captured.

If I had any of my light-draught vessels I would try and recover them, and hope to do so yet; but I must confine myself to this place for the present, and as soon as I have some vessels I will send them there.

The letters were sent out by flag of truce.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Com'dg W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter of Rear-Admiral Farragut transmitting report of Acting Volunteer Lieutenant B. W. Loring.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Off Mobile, June 9, 1864.

SIR: I forward herewith (marked No. 1) a report made to Commodore Palmer by Acting Volunteer Lieutenant Benjamin W. Loring, late commanding officer of the tin-clad Wave, captured in Calcasieu.

I find nothing in the report to change the views expressed by me in my despatch No. 199.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant B. W. Loring.

HOUSTON, TEXAS, *May 9, 1864.*

SIR: By flag of truce I inform you that the United States steamers Wave and Granite City, while lying at anchor in Calcasieu bayou, on the morning of May 6, at daylight, were attacked by a superior force of the enemy, consisting of a battery of artillery and several hundred sharpshooters, who were posted in a dense chaparral, about one hundred yards from the Granite City. Their incessant fire at her ports was so severe that, after discharging about thirty rounds from her guns, and nearly all the guns' crews being wounded, she was obliged to surrender. The Wave having received a shot through the steam-drum, escape became impossible. I surrendered her after a contest of one hour and thirty-five minutes. Both vessels are severely cut up.

The lieutenant of the squad of soldiers surrendered his command without firing a shot, although posted on the opposite side of the river. Our pickets that were posted on the line of the enemy's march (Sabine Pass) have not yet been heard from.

On board the Wave were five men severely wounded, (but will all recover;) five slightly wounded and able to march.

On board the Granite City were killed John W. Tindall, quartermaster; Joseph Johnson, seaman, mortally wounded; John Jacobs, quartermaster; William H. Hayden, ordinary seaman; Acting Ensign S. R. Tyrrell was dangerously wounded; Acting Ensign A. H. Berry, severely wounded; John Scott, seaman, one arm shot off; slightly wounded, eight. A boat's crew from the Granite City, consisting of eight men, under command of Acting Master's Mate Thomas R. Marshall, away above on night picket duty, were not present during the action, but were captured on their return. The officers and crew of the Wave behaved in the most gallant manner during the action. Ensign Howard, being severely wounded in the left hand, (losing one finger,) remained at his station. Captain Lamson, of the Granite City, informs me that his officers and men performed their duties to his entire satisfaction, remaining at their guns as long as there was enough to work them. The surgeons of both vessels remain behind in charge of the wounded, but will join us at this place. We are well treated and cared for.

Very respectfully, your obedient servant,

BENJAMIN W. LORING,
Late Commander of the Wave.

Commodore JAMES S. PALMER,
Commanding U. S. Naval Forces, New Orleans.

Respectfully forwarded.

J. S. PALMER, *Commodore.*

DISASTER TO BOAT'S CREW OF THE STOCKDALE.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
May 24, 1864.

SIR: I have to report the capture of Acting Ensign John Lowrie and Acting Third Assistant Engineer Samuel Lockwood, and the death from wounds of Acting Master's Mate Gilbert H. Moore, all of the United States steamer Stockdale, (tin-clad,) now stationed in the lake. The circumstances are detailed in the enclosed report (marked No. 1) of Acting Volunteer Lieutenant Thomas Edwards, commanding the Stockdale. I regret to say that the capture of the officers and the death of Mr. Moore were the consequence of the great indiscretion of the officers, or that of Acting Ensign Lowrie.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Thomas Edwards.

UNITED STATES STEAMER STOCKDALE,
Lake Pontchartrain, May 17, 1864.

SIR: It becomes my painful duty to respectfully report to you the loss of three of my officers—Acting Ensign John Lowrie and Acting Third Assistant Engineer Samuel Lockwood, taken prisoners, and Acting Master's Mate Gilbert H. Moore, severely wounded, and since died.

The circumstances of the capture are the following: On Monday morning, May 16, about six o'clock a. m., I went into the mouth of the Chefunctee river, where the smugglers make it a practice of running whenever the opportunity affords. After I came to anchor, the executive officer, Mr. Lowrie, reported to me he would like to go on the point at the mouth of the river and get some sand. I gave him the order to go, and send Mr. Moore as officer of the boat, with five men well armed, and to have the bow guns trained upon the point. The boat went to the point and got the sand and came on board. Not having enough sand, Mr. Lowrie said he would like to go himself this time. I told him to go and be back as soon as possible, as I was going to get under way. He went, but instead of going to the point after the sand, he went about four hundred yards up the river from the point into the mouth of a small bayou where it was thickly wooded, and the moment the boat struck the shore a whole company fired into them. The men immediately jumped overboard, (three colored men and one white man,) and the officers, by their staying in the boat, stopped to fight them. I think I immediately commenced firing my bow guns (30-pounder Parrotts) with five-seconds shell, and they left, but taking Mr. Lowrie and Mr. Lockwood with them, leaving Mr. Moore overboard, wounded. As I was lying about four hundred yards from where the boat landed, I immediately steamed up to where my men were, and got them and the boat, still shelling the woods, but wounded only two or three, which I have since learned. I then went to Mandeville, sent on shore by flag of truce to get my officers, if killed. I was informed that Mr. Lowrie was wounded in the shoulder, and Mr. Lockwood in the hand. I also gained intelligence that this was an expedition of cavalry, commanded by a Lieutenant Colonel Hill, for the purpose of capturing the Stockdale should she go into the Chefunctee river on Sunday night. For this purpose they had six boats at Louisburg, but on Sunday afternoon I went and took them all, and did not go into the Chefunctee river on Sunday night. They also had a man in a small boat to make a signal should I come in the river; him I took as a prisoner. I also have learned since that they have three companies of cavalry about three miles back of Louisburg. I also respectfully report the capture of a man in a small boat running the blockade on Sunday morning; he threw everything overboard before I reached him.

I have the honor to be, sir, very respectfully, your obedient servant,

THOMAS EDWARDS,

Acting Volunteer Lieutenant.

Commodore JAMES S. PALMER,

Commanding Naval Forces, New Orleans, La.

DESTRUCTION OF THE BLOCKADE RUNNER IVANHOE.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

July 2, 1864.

SIR: It gives me pleasure to be able occasionally to announce to the department the destruction of a blockade runner.

On the night of the 30th ultimo, at 11 p. m., a steamer attempted to pass into Mobile, but the vessels had been placed in anticipation of it, and the little despatch boat Glasgow was in the swash channel, and so soon as the eastern boat made the signal, "vessel running in," the Glasgow ran for the beach, soon discovered her, and fired five shots at her, when the fort opened upon the Glasgow, but the blockade runner was aground,

In the morning I sent the gunboats in to shell her.

I presume they have gotten her cargo out of her, but the vessel still lies on the beach, and I hope effectually to destroy her.

I do not know what vessel it is, but they say it is not the Denbeigh.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

July 6, 1864.

SIR: I am happy to announce to you the burning of the blockade runner which I informed you was run on shore by the Glasgow a few nights since under the forts. Yesterday, the 5th, I permitted Captain Drayton to send in a boat expedition, under the command of Lieutenant J. Crittenden Watson, my flag-lieutenant, composed of three boats from this ship, in charge of Lieutenant H. B. Tyson, Ensign William G. Dana, William H. Whiting, and G. B. Glidden, and Master's Mate R. P. Herrick, and one boat from the Brooklyn, in charge of Ensign C. H. Pendleton and Assistant Surgeon William Commons. The boarding party was covered by the gunboats Metacommet, Lieutenant Commander J. E. Jouett, and Kennebec, Lieutenant Commander W. P. McCann. The duty was performed promptly; the vessel boarded without resistance, and set on fire. We discovered the flames twenty minutes before 1 a. m., and she burned until 3 a. m. The party all returned by 2.30 a. m. The whole was performed with great judgment and discretion.

The enemy's forces were lying within a short distance, but they did not open fire on our people until the flames burst out.

I take the liberty of enclosing a copy of Captain Drayton's report and my general order, and hope the conduct of those of the expedition will be worthy of your notice.

We have not as yet been able to ascertain the name of the vessel.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain P. Drayton.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,

Off Mobile, July 6, 1864.

SIR: I beg leave to report that it being important to destroy the blockade runner which was chased on shore near Fort Morgan on the night of the 1st instant, and the fire of our vessels having apparently failed to accomplish this object, Flag-Lieutenant Watson offered to go in and set her on fire.

For this purpose he was given (last evening) three of the Hartford's and one of the Brooklyn's boats, which were towed into position after dark by the Metacommet, Lieutenant Commander Jouett, and the Kennebec, Lieutenant Commander McCann; these vessels afterwards covered the movement. About 1 a. m. this

morning the blockade runner was boarded and set on fire in two places, from the effects of which she has, I should say, been rendered utterly useless. The boats then returned to the covering vessels, and were towed off to the fleet.

The whole affair was well managed, and very creditable to Lieutenant Watson and to his assistants, Lieutenant Tyson, Ensigns Whiting, Glidden, Dana, and Acting Master's Mate Herrick, of this vessel, and Ensign Pendleton, of the Brooklyn; and although offering, as it proved, few difficulties of execution, still there was every reason to suppose beforehand that the enemy would not, without a stubborn resistance, permit a vessel to be destroyed so near a strongly garrisoned fort, and immediately under the fire of its guns.

Very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Rear-Admiral D. G. FARRAGUT,

Com'dg W. G. B. Squadron, U. S. Flag-Ship Hartford, off Mobile.

General Order of Rear-Admiral D. G. Farragut.

[General Order No. 9.]

FLAG-SHIP HARTFORD,
Off Mobile Bay, July 6, 1864.

The admiral commanding has much pleasure in announcing to the fleet, what was anxiously looked for last night by hundreds, the destruction of the blockade runner ashore, under the rebel batteries, by an expedition in boats.

Three boats of the Hartford, under command of Flag-Lieutenant J. Crittenden Watson, and in charge of Lieutenant H. B. Tyson, Ensigns William S. Dana, William H. Whiting, and J. B. D. Glidden, and Master's Mate Richard P. Herrick, and one boat of the Brooklyn, in charge of Ensign C. H. Pendleton, were despatched for the purpose, and the boarding party was covered by the gunboats Metacomet, Lieutenant Commander James E. Jouett, and Kennebec, Lieutenant Commander William P. McCann.

Assistant Surgeon William Commons, of the Hartford, accompanied the expedition as medical officer.

The steamer was boarded and set on fire, and the entire conduct of the expedition was marked by a promptness and energy which shows what may be expected of such officers and men on similar occasions.

They have the thanks of the admiral commanding for the manner in which they performed their respective duties.

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Additional report of Captain P. Drayton.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Off Mobile, July 8, 1864.

SIR: It being a matter of some interest to know the extent of injury done to the blockade runner by the burning to which she was subjected on the morning of the 6th instant, Lieutenant Watson volunteered to go in for the purpose of examining, and, if found necessary, of blowing her up last night.

Two armed boats from this vessel were given him, and accompanied by Lieutenants Tyson, Adams, and Jones, and Acting Master's Mate Hawthorne. He was taken in by the United States steamer Pinola, Lieutenant Commander

Stanton, but in the darkness the vessel could not be found, and the boats while going along the beach in search of her, were several times hailed, thus giving the alarm, so that on approaching the steamer they were received with heavy volleys of musketry and grape. Protected, as they were, however, by the darkness, only one man, William Hawkins, was struck, and he with a musket ball, from the effects of which he died to-day. The party, being too weak for attack under the circumstances, withdrew and returned to the Pinola without further accident.

Very respectfully, your obedient servant,

P. DRAYTON, *Captain.*

Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Forwarded.

D. G. FARRAGUT, *Rear-Admiral.*

Additional report of Rear-Admiral D. G. Farragut.

FLAG-SHIP WEST GULF BLOCKADING SQUADRON,
Off Mobile, July 12, 1864.

SIR: I have the honor to inform the department that, by the enclosed slip from a Mobile paper of the 5th instant, the blockade runner we destroyed last week, is the Ivanhoe, one of those named in our consular despatches.

We ran another on shore on the night of the 7th, very close under Fort Morgan, which made it more difficult to destroy her without subjecting our vessels to the similar risk of getting on shore. This steamer succeeded last night in getting off and running into the bay; she is also a new vessel, and we do not know her name; we shelled her at intervals for two days.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

DESTRUCTION OF THE BLOCKADE RUNNER MATAGORDA.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP TENNESSEE, WEST GULF BLOCKADING SQUADRON,
Off Mobile, July 16, 1864.

SIR: I have the pleasure to report to the department the destruction of a blockade runner off the coast of Texas, which Commander Woolsey informs me is the well-known steamer Matagorda. She was destroyed, on the morning of the 8th instant, by the Kanawha, Penguin, and Aroostook, after running out of Galveston.

I forward herewith the report of Lieutenant Commander B. B. Taylor, of the Kanawha.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLS,
Secretary of the Navy, Washington.

Report of Lieutenant Commander B. B. Taylor.

UNITED STATES GUNBOAT KANAWHA,
Off Galveston, Texas, July 8, 1864.

SIR: I have the honor to report, that while lying at my station, (main ship channel.) of the entrance into Galveston, last evening, 7th instant, a steamer was discovered at 11 o'clock, standing to the southwest close under the land. I immediately slipped the cable, spread fires, signalized the fleet, and started in pursuit, following as close in shore as was deemed safe, keeping the stranger in sight (although she was continually changing her course) until nearly day-break, when, finding she had stopped, and supposing she had run on shore, I ran down and spoke the steamer Penguin, blockading off San Luis Pass, ordering him to come up at daybreak to assist me in getting her off or destroying her. I then returned to the steamer and discovered that she was not ashore, but standing under the land to the northward and eastward, and throwing overboard her cotton. I immediately opened on her with my guns, and succeeded, after three shots, in driving her on shore. I kept up a brisk fire, being joined by the Penguin, until the crew were compelled to quit the vessel. I then sent in three boats, one from this vessel and two from the Penguin, under command of Acting Master Durham, of the Penguin, to see if she could be gotten off; if not, to set her on fire. The boats approached within about thirty yards of the vessel, when they were opened on by about 150 riflemen and compelled to return, the commanding officer being slightly wounded. The officer in charge reported that the vessel was sunk, and it would be impossible to get her off. We then recommenced firing, and shortly had the satisfaction of seeing the vessel in flames. I would state that the United States gunboat Aroostook joined us about half past six o'clock, and also opened fire on the steamer. We continued firing until the vessel was a complete wreck and on fire fore and aft. The blockade runner was a side-wheel, single-stack vessel, painted lead color, and very slow, the Kanawha having no difficulty in overhauling her.

Very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant Commander.

Commander M. B. WOOLSEY,
*Commanding 3d Division W. G. B. Squadron,
 U. S. S. Princess Royal, off Galveston, Texas.*

DESTRUCTION OF SALT WORKS ON BONSECOURS BAY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Mobile Bay, Ala., September 11, 1864.

SIR: I have the honor to forward to the department the report of Acting Volunteer Lieutenant George Wiggin, giving an account of the destruction of extensive salt works on Bonsecours bay, and a rough sketch showing their position on both sides of Bonsecours river.

There were fifty-five furnaces, in which were manufactured nearly two thousand bushels of salt per day, and their destruction must necessarily seriously inconvenience the rebels.

Acting Volunteer Lieutenant Wiggin has carried out my orders thoroughly.

Very respectfully,

D. G. FARRAGUT, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant George Wiggin.

UNITED STATES STEAMER TRITONIA,
Mobile Bay, September 10, 1864.

SIR: I have the honor to report that, in obedience to your orders, I left the anchorage off Fort Morgan, on Thursday morning, September 8, at 7 o'clock a. m., accompanied by the United States steamers Rodolph and Stockdale, also an army transport.

We arrived off Bonsecours bar at 10 a. m. I anchored this vessel and went on board the Rodolph with the pilot, and proceeded in over the bar, followed by the Stockdale; 10.30, came to anchor off Salt-house Point, in twelve feet of water, one mile above the bar.

I immediately sent on shore an armed boat's crew from each vessel, and, accompanied by Captains Upham and Edwards, proceeded to examine the salt works.

We found fifty-five furnaces, averaging eighteen pans or pots each, making a total of near one thousand, and capable of making two bushels of salt to a pan per day. We commenced the destruction of them by breaking the pans and furnaces, and cutting the pumps, tearing the brick work, &c. We did not finish breaking them until near five o'clock yesterday evening, when we set all the sheds covering the works, and also the quarters attached, on fire, some two hundred buildings altogether. The destruction was complete. I found some of the works well built and very strong, particularly one known as the Memphis Works, said to have cost \$60,000. This one we were obliged to blow up before we could get at the pans. Another work which was very strong, and well built, said to have cost \$50,000. These works were the largest, each having twenty-eight pans. The whole works covering an area of a square mile. I learned from the inhabitants that they averaged some two thousand bushels of salt per day.

There are about ten families living on the bay and river. They seem well disposed and glad to see us. The entrance is shallow; four feet of water can be carried in at low water. We saw no troops or heard of them nearer than twenty miles. I learned that everything has been destroyed in the vicinity of Fish river.

I regret very much to report that Mr. Trundy, acting master's mate, accidentally shot himself through the right hand, by his own revolver going off in his belt. He will lose a finger.

I am, sir, very respectfully,

GEORGE WIGGIN,
Acting Volunteer Lieutenant, Commanding.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

SECOND EXPEDITION TO BONSECOURS BAY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
Mobile Bay, September 13, 1864.

SIR: I had the honor in a previous despatch (No. 405) to report to the department the results of an expedition under Acting Volunteer Lieutenant George Wiggin, of the Tritonia, for the destruction of extensive salt works in Bonsecours bay.

On the night of the 10th instant I again despatched the same officer to Fish

river, for the purpose of getting possession of an engine used in a saw-mill on this stream, as well as to assist the army in procuring lumber at this place.

The tin-clads Stockdale and Rodolph were, as before, the vessels employed in the expedition, being the only steamers which, from their light draught, could be used for such purpose. An army transport called the Planter, with a barge in tow, containing some two hundred soldiers, formed part of the force.

On the morning of the 11th the vessels crossed Fish river bar, and proceeded up the river, which is represented as being very narrow and crooked, to Smith's mill. The engine had been taken from the mill and buried, but it was, after some difficulty, dug out, and, with the exception of the fly-wheel and bed-plate, removed safely. The army succeeded in obtaining about 60,000 feet of lumber and some live stock.

On their return, our vessels were attacked from Peter's Bluff, at one of the sharp bends of the river, by sixty or seventy rebels, armed with rifles, who had also felled several large trees across the stream. The fire was returned from our howitzers, and the Rodolph, in advance, broke through the obstructions, and all the other vessels followed in safety. The only casualties were the slightly wounding of one officer and two men on the Stockdale. The smoke-stacks of that vessel were knocked over, and a boat of the Tritonia was lost by being jammed between that vessel and the bank. The manner in which the expedition was carried out reflects credit on the officers engaged in it. I herewith forward (marked Nos. 1, 2, and 3) the reports of Acting Volunteer Lieutenant Wiggin, Acting Volunteer Lieutenant Upham, and Acting Master Bemis, together with a sketch of the localities, (No. 4.)

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding W. G. B. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant George Wiggin.

UNITED STATES STEAMER TRITONIA,

Mobile Bay, September 12, 1864.

SIR: I have the honor to report that, in obedience to orders, I got under way at 11.30 on Saturday night, September 10, to look for the army transport Planter, but found that she had gone. I steamed up, and signalled to the Rodolph and Stockdale to get under way and follow.

We arrived off Fish river, and came to anchor at 3 o'clock a. m. At 6 o'clock saw the army transport near Grant's Pass, on the opposite side of the bay; 8.30 a. m. she stopped alongside, and reported that she had lost her way. I went on board the Stockdale with armed boat, accompanied by two officers and a pilot. I got under way, and steamed in at once over the bar, the Rodolph following. At 9.30 a. m. entered the river, which we found narrow and crooked, but very deep; some of the turns were so short that we had to use lines to swing the boats. We found 60,000 feet of lumber and some stock, which the army took on board of the barge. We also found the engine, which we brought off, with the exception of the fly-wheel and bed-plate.

The army transport did not get ready to leave until near dark, the Rodolph taking the lead, the transport next, and I brought up the rear in the Stockdale.

When about three-fourths of a mile, and in a short bend, just as we fouled the bank, we were attacked by the enemy; we immediately returned the fire with canister, shrapnell, and musketry. In getting clear we swept our smoke-stacks down, and also our flag-staff, derricks, &c. Here I lost my boat, with

five muskets and equipments, by being jammed between the steamer and the bank. It was very dark on the river, and about as much as Mr. Robert Moore (the pilot) and myself could do to keep the boat out of the woods.

For details please see Captains Upham and Bemis's report.

I learned from a refugee this morning that the rebels were under the command of Colonel Murray in person.

We got clear of the bank and steamed down to the mouth of the river, shelling the bank; as we came along, 9 o'clock a. m., we came to anchor in Week's bay without further accident. At 5 a. m. this morning we got under way, and crossed over the flats and out into Mobile bay, bringing five feet of water all the way.

The officers and men of the Stockdale all behaved well, and also did my boat's crew, in charge of Mr. Jaschke, acting master's mate, who worked a howitzer, and superintended the powder division.

Mr. Horne, acting third assistant engineer, belonging to this vessel, did take a very active part in the affair, and deserves much credit for coolness and the good example that he set the others.

I am, sir, very respectfully, your obedient servant,

GEORGE WIGGIN,

Acting Volunteer Lieutenant, Commanding

Rear-Admiral D. G. FARRAGUT,

Commanding W. G. B. Squadron, Mobile Bay, Ala.

Report of Acting Volunteer Lieutenant George D. Upham.

UNITED STATES STEAMER RODOLPH,

Mobile Bay, September 12, 1864.

SIR: Agreeable to your instructions, I got under way at 12 30 a. m., 11th instant, and ran across the bay, in company with the Tritonia and Stockdale; anchored off the mouth of Fish river at 3 a. m.; 8. 30 a. m. got under way and proceeded up the river. At 11.30 made fast to the bank at Smith's mill, where we remained until 6.30 p. m., when I started down the river, followed by the army transport Planter, with barge of lumber in tow, and the Stockdale; cleared ship for action. When abreast of Peter's Bluff, I stopped in order to run a line to swing around the bend, when a party of rebels (should judge some fifty or sixty) opened fire on us with musketry, several shots going through our armor; returned their fire with canister, shell, and rifles. After getting through the bend, where the river is very narrow, I discovered that obstructions had been thrown across the river since we had passed up in the morning; they consisted of three large pine trees from each bank, extending entirely across the river; succeeded in breaking through them with little damage to the vessel, and proceeded down the river. Came to anchor in Week's bay, at mouth of river, at 8.30 p. m., in order to protect the steamer Planter and lumber barge, which was aground; 5 a. m. this day got under way, proceeded across the bar; 9.30 a. m. anchored at the fleet in Mobile bay. I am happy to state that no one was wounded on board of this vessel.

The amount of ammunition expended was six rifle shells, 30-pounder Parrott; eight canister, 24-pounder howitzer; two shrapnell.

I am, sir, very respectfully,

GEORGE D. UPHAM,

Acting Volunteer Lieutenant, Commanding.

Acting Vol. Lieut. GEORGE WIGGIN,

Commanding Expedition.

Report of Acting Master S. N. Bennis.

UNITED STATES STEAMER STOCKDALE,
Mobile Bay, Alabama, September 12, 1864.

SIR: In obedience to your orders, and in accordance with signals previously arranged, at 12.30 a. m., September 11, I got under way, and followed the United States steamers Tritonia and Rodolph up Mobile bay. At 3.20 a. m. came to anchor off the mouth of Fish river. At 6 a. m. I had the honor to receive you on board as the commander of the expedition. At 8 a. m. the army steamer Planter, with a barge in tow and about 200 troops, came up to us. At 8.30 a. m. got under way, crossed the bar, and proceeded up Fish river in company with the Rodolph and Planter. At 11.30 a. m. arrived at Smith's mills, and made fast alongside of the Planter; remained there until 6.30 p. m., then cast off and proceeded down the river, following the Rodolph and Planter. When abreast of Cottrel's wood landing, a party of about sixty or seventy rebels fired upon us with rifles. We immediately returned the fire with canister and shrapnell from 24-pounder howitzer, and with shell from 30-pounder Parrott rifles. The river being very narrow, and the bends very short, unfortunately this vessel in working got against the bank of the river and under some heavy trees, which knocked down and injured our smoke-stacks, and caused some damage to the upper light work. At 8.30 p. m. came to anchor in Fish bay, covering the Planter, who was aground on the bar.

Acting Master's Mate F. R. Jaschkee, of the Tritonia, has my thanks for his gallant conduct in taking charge of two 24-pounder howitzers, and firing them with precision. I trust that his good behavior will receive the consideration of Rear-Admiral D. G. Farragut. The officers and men of this ship behaved well. I regret to have to report that one officer and two men were slightly wounded.

The following is the amount of ammunition expended, viz: 15 shrapnell, 15 canister, and nine shells from 24-pounder howitzers; 20 5-second shell from 30-pounder Parrott rifles.

I am, sir, very respectfully, your obedient servant,

SPIRO V. BENNIS,
Acting Master, Commanding.

Acting Volunteer Lieut. GEORGE WIGGINS,
Commanding Expedition.

MISSISSIPPI SQUADRON.

RED RIVER EXPEDITION.

CO-OPERATION WITH THE ARMY UNDER MAJOR GENERAL BANKS.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Off Red River, March 2, 1864.

SIR: I came down here anticipating a move on the part of the army up towards Shreveport; but as the river is lower than it has been known to be for years, I much fear that the combined movement cannot come off without interfering with plans formed by General Grant.

General Sherman has gone to New Orleans to make arrangements with General Banks, and I am expecting his return every day. In the mean time the gunboats are up the Atchafalaya and Black rivers, destroying bridges and stores, and endeavoring to destroy 8,000 cattle collected at Sicily island.

The Mississippi river is very quiet, and the rebels retreated into the interior on hearing of the advance of the gunboats.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF SIMMSPORT AND FORT DE RUSSY.

Report of Rear-Admiral D. D. Porter.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Fort DeRussy, Red River, March 15, 1864.

SIR: I had the honor to report to you that I was about to ascend Red river with a fleet of gunboats, in company with a portion of General Sherman's command, or that of General Banks, whichever concluded to go.

On the 7th of March I had assembled at the mouth of Red river a large fleet of ironclads, composed of the following vessels:

Essex, Commander Robert Townsend.
 Benton, Lieutenant Commander James A. Greer.
 Lafayette, Lieutenant Commander J. P. Foster.
 Choctaw, Lieutenant Commander F. M. Ramsey.
 Chillicothe, Acting Volunteer Lieutenant S. P. Couthouy.
 Ozark, Acting Volunteer Lieutenant George W. Browne.
 Louisville, Lieutenant Commander E. K. Owen.
 Carondelet, Lieutenant Commander J. G. Mitchell.
 Eastport, Lieutenant Commander S. L. Phelps.
 Pittsburg, Acting Volunteer Lieutenant W. R. Hoel.

Mound City, Acting Volunteer Lieutenant A. R. Langthorne.

Osage, Lieutenant Commander T. O. Selfridge.

Neosho, Acting Volunteer Lieutenant Samuel Howard.

Ouachita, Lieutenant Commander Byron Wilson.

Fort Hindman, Acting Volunteer Lieutenant John Pearce.

And the lighter boats :

Lexington, Lieutenant George M. Bache.

Cricket, Acting Master H. H. Gorringer.

Gazelle, Acting Master Charles Thatcher.

Black Hawk, Lieutenant Commander K. R. Breese.

I received communications from General Banks informing me that he would be in Alexandria on the 17th March, and I made my dispositions to meet him there. On the 11th instant part of General Sherman's command, ten thousand men, under the command of Brigadier General A. J. Smith, joined me in transports at the mouth of Red river, and next morning early the gunboats started up the river, followed by the transports. There was just sufficient water to allow the larger boats to pass. By previous arrangement, Lieutenant Commander Phelps, in the Eastport, was ordered to push on up with his vessel and those that could keep with him, and clear away the heavy obstructions the rebels had placed in the river, and to amuse the fort until the army could land at Simmsport and get into the rear of the enemy's works, which could be done by making a march of thirty miles.

The Benton, Pittsburg, Chillicothe, Louisville, Mound City, Carondelet, Ouachita, Lexington, and Gazelle turned off to the left into the Atchafalaya, followed by the troops, while the others went on up the river. The gunboats arrived at Simmsport about twelve o'clock, and found the enemy posted in force about three miles back. The Benton landed her crew and drove in the pickets. The army came along in about half an hour more and landed the next morning, taking possession of the enemy's camping ground, the latter retreating towards Fort DeRussy. That night General Smith concluded to follow them by land, while I proceeded up Red river with all the gunboats and transports. In the mean time the Eastport had reached the obstructions, and, with the vessels that kept pace with her, had commenced the work of demolition on the formidable barricade, on which the rebels had been employed five months. They supposed it impassable, but our energetic sailors, with hard work, opened a passage in a few hours. The obstructions consisted of heavy piles driven into the mud, and braced in every direction; they were also clamped together with heavy iron plates and chains.

The Eastport and Neosho got through about four o'clock in the afternoon, and proceeded up to the fort, which at that moment was being surrounded by the troops under General Smith, who had marched from Simmsport since daylight. A brisk musketry fire was going on between the rebels and our troops, and they were so close together it was difficult to distinguish the combatants. The Eastport opened her batteries, but, fearing to injure our own men, ceased firing, when our troops proceeded to the assault and carried the place. In a few moments, and with small loss, two hundred and fifty prisoners, eight heavy guns, and two field-pieces fell into our hands, and all the munitions of war.

The main body of the enemy, 5,000 strong, under the rebel General Walker, made their escape. They left the fort, it was said, to give battle to our troops, and left a garrison of 300 men to defend it. Our army came in by a different road from what they expected and made short work of them. Among the guns captured was one of the Indianola's 9-inch and one belonging to the Harriet Lane. The rest of the guns were 24 and 32 pounders and one 160-pounder rifle.

As soon as the fort was in possession of the troops I sent off up the river the fleetest gunboats I had, to cut the enemy off, if possible, or harass them until

our troops could be placed on the transports. By sunset the transports will be in Alexandria and ahead of the rebels, and I hope the latter will be cut off.

These works have been made much more formidable than they were last year, and the loss of guns must be severely felt by the rebels, as they have only 15 more heavy ones in this section of the country. The whole affair has been well managed; the troops made a splendid march and attack, and the officers in command of the gunboats and transports have shown great zeal and industry in getting up the river and through the obstructions which the rebels deemed impassable.

I forgot to mention in my last report that in the recent attack on Trinity by the gunboats, a number of negroes were recaptured who were captured by the enemy in a recent attack upon Goodrich's landing.

I enclose herewith a list of the guns captured at Fort De Russy, with their numbers, as some of them appear to be heavy guns. The Ordnance bureau may be able to account for them.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

List of guns captured at Fort De Russy water battery.

One 32-pounder, 33 cwt., F. P. F., No. 227, navy, in barbette, J. S. C. Proven 1847.

One 31-pounder, 33 cwt., F. P. F., No. 226, navy, in barbette, J. S. C. Proven 1847.

Two 9-inch Dahlgren guns. No marks could be discovered on these guns, but they bore all the evidence of having been in service in the navy, the remains of gun-blackening being on them. Both lugs were cut for locks with the usual composition; piece fitted in to spare lug.

One 32-pounder, 60 cwt., 1827, navy gun.

One 32-pounder United States rifled, marked W. J. W., No. 289.

This gun is an old army 32-pounder, rifled, with band shrunk on the breech.

Two 24-pounder siege guns, two 6-pounder field-pieces, in hill battery.

MOVEMENT UPON ALEXANDRIA.—AFFAIRS IN THAT PLACE.

Report of Rear-Admiral D. D. Porter, Mississippi Squadron.

FLAG-SHIP BLACK HAWK,

Off Alexandria, La., March 16, 1864.

SIR: I have the honor to inform you that I arrived at this place this afternoon. As soon as the forts were surrendered, I pushed on the fastest vessels, Ouachita and Lexington, followed by the Eastport, to Alexandria. The Ouachita arrived here as the last of a fleet of transports passed over the falls. The rebels set fire to a large ferry-boat, and one of the boats grounding on the falls, was also burnt, to prevent her falling into our hands. As no reliable pilot could be procured to take our boats across the falls, the transports will have to escape for the present, but are sure to be captured or destroyed before the month is over. The surrender of the forts at Point De Russy is of much more importance than I at first supposed. The rebels had depended on that point to stop *any advance* of army or navy into this part of

rebeldom. Large quantities of ammunition, best engineers, and best troops were sent there, and in two or three months more it would have been a most formidable place. As it was, it was not complete (though the guns were in position,) and would have stood a very poor chance if attacked in force. The works have been laid out by a Colonel De Russey, and are of the most extensive and formidable kind. Colonel De Russey, from appearances, is a most excellent engineer to build forts, but don't seem to know what to do with them after they are constructed. The same remark may apply to his obstructions, which look well on paper, but don't stop our advance. The efforts of these people to keep up this war remind one very much of the antics of Chinimen, who build canvas forts, paint hideous dragons on their shields, turn smersets, and yell in the face of their enemies, to frighten them, and then run away at the first sign of an engagement.

It puts the sailors and soldiers out of all patience with them, after the trouble they have had in getting here. Now and then the army have a little brush with their pickets, but that don't often happen. It is not the intention of these rebels to fight. The men are tired of the war, and many of their officers are anxious to go into cotton speculation. A large trade has been carried on between this and New Orleans, the rebels receiving supplies for their cotton. There is a surprising abundance of every kind of food in this country, and no suffering among the people, except for luxuries. It would be folly to suppose they could all be starved out. The only way is to take possession of this rich region, hold it with a strong military and naval force, and enforce the laws.

There are some good Union men here, who have suffered much. I hope the day of their delivery has come.

General Smith has left a good force at the forts (and I left the Benton and Essex) to destroy them effectually, which will be some labor. We have seven or eight thousand troops in this city, and are expecting to hear soon of General Banks's arrival. He has been delayed by storms, which have made the roads heavy.

The force that left the forts with a party under General Polignac from Harrisonburg have gone out to meet General Banks, who will soon dispose of them, and the chances are that, when all our cavalry now approaching with General Banks get after them, the rebels will be captured or scattered, not to unite again for some time.

I am, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I beg leave to mention, as a proof of the rapidity with which this portion of General Sherman's command, under Brigadier General A. J. Smith, did their work, they marched twenty-eight miles, starting at daylight; built a bridge which cost them over two hours' hard work; had a sharp skirmishing and artillery attack of two hours, and had possession of the forts, all intact before sunset.

It is one of the best military moves made this war.

I beg leave to enclose copy of Lieutenant Commander S. L. Phelps' report.

Very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Instructions from Admiral Porter to Lieutenant Commander S. L. Phelps.

FLAG-SHIP BLACK HAWK,
U. S. Mississippi Squadron, Red River, March 12, 1864.

SIR: You will proceed at once up the Red river with the vessels I will detail to follow you, and commence removing the obstructions in the river, while in the meantime I will take a tour into the Atchafalaya, and land the troops at Simmsport for the purpose of reconnoitring, &c. If you remove the obstructions, move up within a short distance of Fort De Russy, but make no attack until I get up with the main force, though, if there is any force at De Russy, you can amuse them by feints until the army get into their rear. Take every precaution against torpedoes, and protect your men against sharpshooters.

Very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Lieutenant Commander S. L. PHELPS,
Commanding Eastport.

Report of Lieutenant Commander, S. L. Phelps.

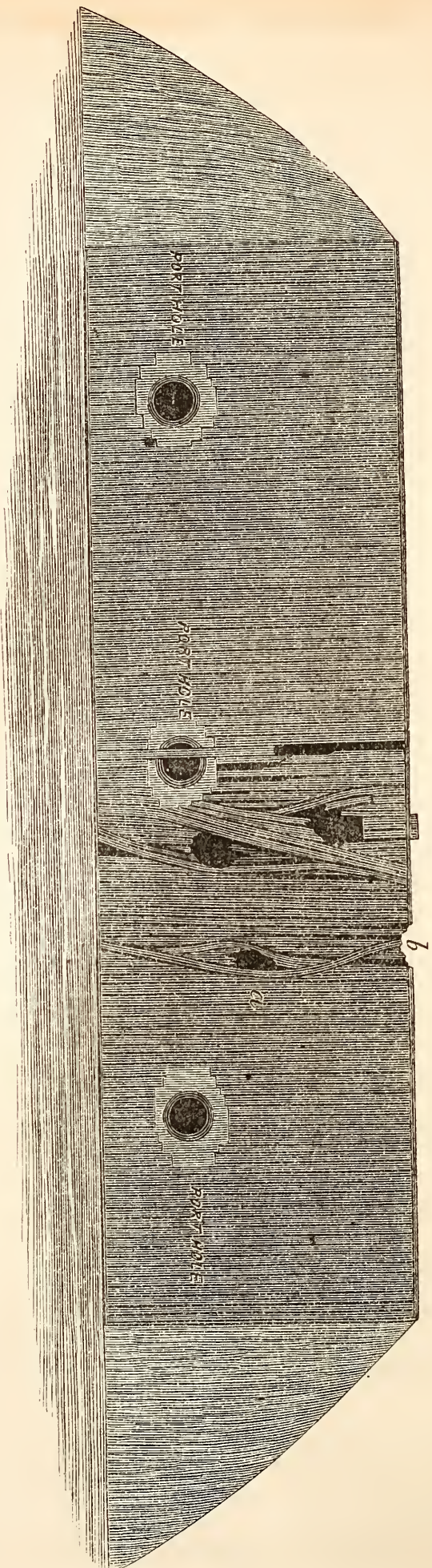
UNITED STATES IRON-CLAD RAM EASTPORT,
Alexandria, Louisiana, March 16, 1864.

SIR: In obedience to your order of the 12th instant, I proceeded up Red river, the Lafayette, Choctaw, Osage, Neosho, Ozark, Fort Hindman, and Cricket in company, meeting with no obstacle till we reached the obstructions eight miles below Fort De Russy, on the 14th instant. The great length and draught of the Lafayette and Choctaw rendered it difficult for them to navigate this narrow and crooked river, and our progress was slow. Near the head of the Rappions were works for light artillery, commanding a difficult turn in the river, which had been recently abandoned.

The obstructions consisted of piles driven across the river, supported by a second tier of shorter ones, on which rested braces and ties from the upper ones. Immediately below these is a raft of timber well secured across the river, and made of logs which do not float. Finally, a forest of trees had been cut and floated down upon the piles from above. The river had broken through these obstructions, and had partially undermined the rifle-pits on the right bank. The Fort Hindman removed a portion of the raft, when I ran this vessel up, and, by both pulling and ramming, broke out the piles and framework still obstructing the passage of vessels. This work consumed nearly the entire day. The Osage, Fort Hindman, and Cricket followed me through, and we hastened up to the fort.

For a short time there had been rapid artillery firing, which ceased as we came in sight of the works, then about sunset, except three shots fired by the rebels from a gun in an angle of the water battery. We could see the enemy using musketry from the parapets of the rear works, but could see nothing of the attacking force. An officer from General Smith had reached the vessel, notifying me of the approach of his force, but with no advice as to time or plan of attack.

The line of fire of the gunboats would have passed directly to the rear of the works, injuring our own people more than the enemy in his works. I fired a short-fuzed shell at an elevation as a signal gun, and then ventured one 100-pounder rifle shell at the water battery, which shell, burst over it and the enemy ran from it. A few moments after this a white flag was displayed from the



CASEMATED BATTERY,

Doubly plated with railroad iron, at the bend near Fort De Rusty, Red river, Louisiana, showing effects of one shell and three solid shot fired from a 100-pounder Parrott rifle on board the United States steamer Essex, at the distance of about 550 yards, March 16, 1864.

A percussion shell was the first one fired, striking the point marked *a*, and tearing out the iron over a surface 12 inches long (vertically) by 8 inches wide. Four solid shot succeeded: two of them struck full and fair within six feet of the hole made by the shell, one struck the crest at *b*, and one struck the talus of the escarp just below the berm and beneath the middle port-hole. The solid shot broke, shattered and drove in the iron, made holes in the heavy oak backing from 18 to 30 inches long by 8 to 11 inches wide, and buried themselves deeply, the butt of one being two feet below the exterior surface.

rear works, some six hundred yards from the water battery, and which alone had been attacked.

The guns and works were captured uninjured, and 185 prisoners fell into General Smith's hands, those of the enemy occupying the water battery making good their escape. General Walker, the rebel commander, had marched out with 5,000 men ostensibly to attack our approaching land force, leaving a garrison of but 300 men to defend works incomplete and of considerable extent, and which, if complete, had been of great strength.

Your order of the 14th instant was delayed some five hours beyond the time necessary in reaching me, and, in consequence, I did not reach this place till the evening of the 15th, a short time after the lighter vessels pushed on ahead, and which had arrived one half hour too late to capture six steamers which had succeeded in getting over the falls, and escaping with one exception, the steamer *Countess*, burned by the enemy after grounding on the falls. Had your order duly reached me, we no doubt would have captured the steamers. By morning nine gunboats had arrived, and I landed a force of 180 men to occupy the town, and to seize the rebel property. This force, under Lieutenant Commander Selfridge, was in occupation of the place when you arrived. Seven prisoners of war were captured by the pickets.

I am, very respectfully, your obedient servant,

S. L. PHELPS, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER, U. S. N.,

Commanding Mississippi Squadron.

EFFECTS OF RIFLE SHOT FROM THE ESSEX UPON AN IRON-CASEMATED BATTERY.

MISSISSIPPI SQUADRON,

Off Alexandria, Louisiana, March 20, 1864.

SIR: I enclose a sketch of an iron-casemated battery, showing the effects of four rifle shot from the guns of the *Essex*, the experiment having been tried to test the work. The distance fired from was 550 yards. This is one of the strongest works ever built of earth and iron, and was supposed capable of effectually resisting our iron-clads.

Ten 100-pounder rifles, ten 11-inch guns, twenty 9-inch guns, six 30 pounder rifles, and 8 eight-inch guns would have been brought to bear on this work at one time, to say nothing of fifty guns firing shrapnell. The result can be easily imagined.

I send the sketch for the information of the Bureau of Ordnance.

Yours, respectfully,

D. D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy.

CONDITION OF AFFAIRS ON THE RED RIVER.

(No. 97.)

FLAG-SHIP *BLACK HAWK*, MISSISSIPPI SQUADRON,

Alexandria, Louisiana, March 29, 1864.

SIR: Being about to leave for Shreveport, or as high up the river as I can get, I have the honor to report progress.

After a great deal of labor, and two and a half days' hard work, we succeeded.

in getting the Eastport over the rocks on the falls, hauling her over by main force; now and then a rise of an inch or so of water would help her along, and she finally was enabled to pass the advance of the army, encamped on the bank of the river twenty-five miles above Alexandria. Other vessels got through, and a few more remain to be got over, when we will push on to the end. It is very slow work getting over these rocks, but as yet we have met with no accidents. One hospital ship, belonging to the marine brigade, sank on the falls by striking on the rocks, but all the rest of the transports went over safely. I shall only be able to take up a part of the force I brought with me, and leave the river guarded all the way through. The rebels are retreating before the army, and, as usual, are destroying everything that can fall into our hands, treating public and private property alike. This is the last hold they will have in this country, and they seem determined to wreak their vengeance on the unoffending inhabitants who have some little cotton to dispose of. Their destructiveness has been a death blow to the rebellion in this State, and General Dick Taylor has left a name behind him to be execrated when the rebellion is long past.

Confedrate money is worth here one-quarter of a cent on the dollar, or the most I have heard offered is three cents. The currency of a country is the best proof of its prosperity.

The health of the squadron, I am happy to say, continues good.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

OCCUPATION OF GRAND ECORE.—MOVEMENTS TOWARDS SHREVE- PORT.—RETURN TO GRAND ECORE.

FLAG-SHIP CRICKET, MISSISSIPPI SQUADRON,

Off Grand Ecore, Louisiana, April 14, 1864.

SIR: I had the honor of reporting to you the movements of the squadron as far as Alexandria, and the intention of General Banks to move on at once to Shreveport. He deemed the co-operation of the gunboats so essential to success that I had to run some risks and make unusual exertions to get them over the falls.

The army started on the appointed day, and I pushed up the gunboats to cover them, if they should be needed, as fast as they got over the falls. The vessels arrived at Grand Ecore without accident, and had good water, the river apparently about to reach its usual stage at this season. The Cricket, Eastport, Mound City, Chillicothe, Carondelet, Pittsburg, Ozark, Neosho, Osage, Lexington and Fort Hindman, Louisville and Pittsburg, were the vessels sent up, and a fleet of 30 transports followed them.

Grand Ecore was occupied by our forces without opposition. The works deserted. Lieutenant Commander Phelps captured one 32-pounder on the river, below Grand Ecore, which he destroyed, making 22 guns captured from the enemy since we entered the river.

The army had arrived at Natchitoches, near Grand Ecore, when I got up here, and was preparing for an immediate march. As the river was rising very slowly, I would not risk the larger vessels by taking them higher up, but started on the 7th of April for Shreveport with the Cricket, Fort Hindman, Lexington, Osage, Neosho, and Chillicothe, with the hope of getting the rest of the vessels along when the usual rise came. Twenty transports were sent along, filled with army stores, and with a portion of General A. J. Smith's division on board. It was intended that the fleet should reach Springfield

landing on the third day, and then communicate with the army, a portion of which expected to be at Springfield at that time. I found the difficulties of navigation very great, but we reached the point specified within an hour of the time appointed. At this point we were brought to a stop, the enemy had sunk a very large steamer (the *New Falls City*) right across the river, her ends resting on each bank, and her hull, broken in the middle, resting on the bottom. This was a serious obstruction, but I went to work to remove it. Before I commenced operations, however, a courier came in from General Banks, bringing the unpleasant and most unexpected news, "Our army has met with a reverse" and was falling back to Pleasant Hill, some 60 miles in our rear. Orders also came to General A. J. Smith to return to Grand Ecore with the transports and the troops he had with him. Here was an end to our expedition for the present, and we reluctantly turned back, after having nearly reached the object we were aiming at. The information we received was of a very unsatisfactory kind, and we did not know really what was the exact state of affairs, no letters having been sent by post courier.

It would be very difficult to describe the return passage of the fleet through this narrow and snaggy river. As long as our army could advance triumphantly it was not so bad; but we had every reason to suppose that our return would be interrupted in every way and at every point by the enemy's land forces, and we were not disappointed. They commenced on us from high banks, at a place called Coushatta, and kept up a fire of musketry whenever an opportunity was offered them. By a proper distribution of the gunboats I had no trouble in driving them away, though from the high banks they could fire on our decks almost with impunity. As we proceeded down the river they increased in numbers, and as we only made thirty miles a day, they could cross from point to point and be ready to meet us on our arrival below. On the left bank of the river a man by the name of Harrison, with 1,900 cavalry and four or five pieces of artillery, was appointed to follow us down and annoy us. It was very fortunate for us that this person and his command were lately severely handled by a gunboat (a few weeks ago,) which made them careful about coming within range. On the evening of the 12th instant we were attacked from the right bank of the river by a detachment of men of quite another character. They were a part of the army which two or three days previous had gained success over our army, and flushed with victory, or under the excitement of liquor, they appeared suddenly upon the right bank and fearlessly opened fire on the *Osage*, Lieutenant Commander T. O. Selfridge, (iron-clad,) she being hard aground at the time with a transport (the *Black Hawk*) alongside of her, towing her off. The rebels opened with two thousand muskets, and soon drove every one out of the *Black Hawk* to the safe casemates of the monitor. Lieutenant Bache had just come from his vessel, (the *Lexington*,) and fortunately was enabled to pull up to her again, keeping close under the bank, while the *Osage* opened a destructive fire on these poor deluded wretches, who, maddened with liquor and led on by their officers, were vainly attempting to capture an iron vessel. I am told that their hootings and actions baffle description. Force after force seemed to be brought up to the edge of the bank, where they confronted the guns of the iron vessel, only to be cut down by grape-shot and canister. In the mean time Lieutenant Bache had reached his vessel, and, widening the distance between him and the *Osage*, he opened a cross-fire on the infuriated rebels, who fought with such desperation and courage against certain destruction, that it could only be accounted for in one way. Our opinions were verified on inspection of some of the bodies of the slain—the men actually smelling of Louisiana rum! This affair lasted nearly two hours before the rebels fled. They brought up two pieces of artillery, one of which was quickly knocked over by the *Lexington's* guns, the other they managed to carry off. The cross-fire of the *Lexington* finally decided this curious affair of

a fight between infantry and gunboats. The rebels were mowed down by her canister, and finally retreated in as quick haste as they had come to the attack, leaving the space of a mile covered with dead and wounded, muskets and knapsacks. A dying rebel informed our men that General Greene had his head blown off, which I do not vouch for as true. If true, it is a serious loss to the rebels. Night coming on, we had no means of ascertaining the damage done to the rebels. We were troubled no more from the right bank of the river, and a party of 5,000 men who were marching to cut us off were persuaded to change their mind after hearing of the unfortunate termination to the first expedition. That same night I ordered the transports to proceed on, having placed the gunboats at a point where the rebels had a battery. All the transports were passed safely, the rebels not firing a shot in return to the many that were bursting over the hills. The next morning, the 13th instant, I followed down myself, and finding at Compté, six miles from Grand Ecore by land, that they had got aground, and would be some time getting through, I proceeded down in this vessel to Grand Ecore, and got General Banks to send up troops enough to keep the guerillas away from the river. We were fired on as usual after we started down, but when I had the troops sent up, the transports came along without any trouble. This has been an expedition where a great deal of labor has been expended, a great deal of individual bravery shown, and on such occasions the commander-in-chief is apt to find out the metal of which his officers are made, and on future occasions it will enable him to select those who will not likely fail in the time of need. To Lieutenant Commander T. O. Selfridge, commanding the Osage, and Lieutenant George M. Bache, commanding the Lexington, I am particularly indebted for the gallant manner in which they defended their vessels, and for their management during the expedition, always anticipating and intelligently carrying out my wishes and orders.

I found the fleet at Grand Ecore somewhat in an unpleasant situation—two of them being above the bar, and not likely to get away again this season, unless there is a rise of a foot. I could not provide against this, when over a hundred miles up the river. If nature does not change her laws, there will no doubt be a rise of water; but there was one year, 1846, when there was no rise in the Red river, and it may happen again. The rebels are cutting off the supply by diverting different sources of water into other channels; all of which would have been stopped, had our army arrived as far as Shreveport. I have done my best (and so have the officers and men under my command) to make this expedition a success throughout, and do not know that we have failed in anything we have undertaken. Had we not heard of the retreat of the army, I should still have gone on to the end. A wise Providence, which rules and directs all things, has thought proper to stay our progress and throw impediments in the way, for some good reason.

We have nothing left but to try it again, and hold on to this country with all the force we can raise. It is just as valuable to us and important to the cause as any other portion of the Union. Those who have interests here, and are faithful to the government, have a right to expect our protection, and when this part of Louisiana is conquered, we hold Arkansas and all the right bank of the Mississippi without firing another gun.

There is a class of men who have during this war shown a good deal of bravery and patriotism, and who have seldom met with any notice from those whose duty it is to report such matters. I speak of the pilots on the western waters. Without any hope of future reward, through fame or in a pecuniary way, they enter into the business of piloting the transports through dangers that would make a faint-hearted man quail. Occupying the most exposed position, a fair mark for a sharpshooter, they are continually fired at, and often hit, without so much as a mention being made of their gallantry. On this expedition they have been much exposed, and have showed great gallantry in

managing their vessels while under fire in this, to them, unknown river. I beg leave to pay this small tribute to their bravery and zeal, and must say, as a class, I never knew a braver set of men. I also beg leave to mention favorably Acting Master H. H. Gorringer, commanding this vessel. He has shown great zeal, courage, and ability during this expedition, serving his guns rapidly and well, at his post night and day, ready for anything, and assisting materially in getting the transports by dangerous points. Mounting one of his 24-pounder howitzers on his upper deck, he was enabled to sweep the bank in all directions, and one or two fires had the desired effect. He was of great service to me throughout the expedition; was slightly wounded, but nothing of consequence, (owing to his exposing himself so much.)

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

OPERATIONS OF THE GUNBOATS.—SINKING AND DESTRUCTION OF THE EASTPORT.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Off Alexandria, La., April 17, 1864.

SIR: I have the honor to report my arrival at this point for a few hours. I shall return to Grand Ecore in two hours. I had succeeded in getting all the large vessels over the bar at Grand Ecore, and in a fair way of getting down as far as Alexandria, when I heard the Eastport had sunk eight miles below. I sent down at once and found it to be so; she was five hours sinking, said to be done by a torpedo; she don't seem to be damaged much. I came down for my steam-pump boats; have one alongside the Eastport already, and take another up with me to-day. There will be trouble getting her up if the river ever rises again; the water comes as high as her gun-deck; her guns and heavy articles have been taken off. I came here and found trouble at Fort Pillow; the policy pursued, in not defending the strong posts where so much blood and treasure have been expended, will always cause these difficulties. I had two boats up there, but the negro and invalid garrison were not strong enough to do their part. I have sent the Essex, Benton, Choctaw, Lafayette, Ouachita, and Avenger up to Fort Pillow to prevent any permanent landing there. I sent an expedition up the Washita as far as Munroe, which captured 3,000 bales of confederate cotton, brought away 800 negroes, and destroyed much rebel property. The expedition was under Lieutenant Commander Foster, and was particularly successful. I am bringing up light-draught vessels to take the place of the heavy boats during the low water. We have only eight feet of water between this and Grand Ecore, and many lumps exist. This expedition, and the failure of the army to advance, has given me a great deal of trouble; but I don't despair of getting out of it. It is only a matter of want of water, and I cannot think that this river would fail to rise while all the others are booming. Being constantly engaged in providing for the many curious cases that are daily occurring, I hope you will excuse me for not making fuller reports.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral D. D. Porter.

FLAG-SHIP CRICKET, MISSISSIPPI SQUADRON,
Off Alexandria, La., April 28, 1864.

SIR: I had the honor to inform you, in my communication No. 106, of the sinking of the Eastport while proceeding down to Alexandria, caused by the explosion of a torpedo under her bottom, and near her bow. On hearing this bad news I proceeded at once to the vessel and found her sunk to the gun-deck, the water over it on one side.

I saw that no time was to be lost, and went at once to Alexandria, in hopes of finding one of our steam pump-boats, then due. Lieutenant Commander Phelps had already sent a tug down for the same purpose, and as I passed over the falls, the pump-boat hove in sight and proceeded on up. An hour after, the other boat came up, and I sent her up also, being confident that the Eastport would now be raised.

I had ordered all her guns taken out and all her ammunition transferred to other vessels, which was done by the time I reached her again, forty-eight hours after the pump-boats went up.

I was detained a day in Alexandria, making a different disposition of the vessels in the Mississippi, owing to the report of the capture of Fort Pillow by the rebels. I sent some of the heavy iron-clads up there with orders to remain, and also changed the destination of various vessels in the different rivers.

When I returned to the Eastport, I found her in a fair way of being afloat, though all the heavy steam-pumps together did not do more than slightly decrease the water. The leak had to be stopped by bulkheading. Lieutenant Commander Phelps went to work vigorously to endeavor to save his vessel, and he was seconded by his officers and crew. I don't think I ever witnessed harder work than was performed by the officers and crew of the Eastport, and it seemed to be the determination of all on board that she should not fall into the hands of the enemy, if it could be helped.

I felt confident that the Eastport would be saved, if time permitted, but I had a faint idea that our army were about to fall back on Alexandria, when it would become necessary to destroy the Eastport, or perhaps some other vessels.

On my arrival at Grand Ecore, I found that preparations were making to move the army in the direction of Alexandria, and I ordered the large vessels at once below the bars with orders to proceed slowly to Alexandria, keeping with me six of the lighter draught vessels to cover the land forces, and give protection to the transports.

The day after my return to Grand Ecore orders were issued for the army to move to Alexandria. The Eastport was not yet afloat, and I thought our chance of saving her very small, unless we were certain of having no enemy to annoy us after the army left. On the 20th of April I went down to the Eastport again, and after informing the commander how matters stood, we concluded that it was necessary to run some risks, if we wished to save the vessel. She was now slightly resting on the bottom on one side, and steam had been raised on her.

On the 21st she started in tow of the pump-boat Champion No. 5, and with the pump of Champion No. 3 transferred to the Eastport, and connected with her boilers. This arrangement, with the addition of one or two syphon pumps, kept the water out of the fire-room, and confined it to the bow.

I waited at a point eight miles below Grand Ecore, and sent up a gunboat to convoy down all the transports that were left up, this vessel bringing up the rear, towing a flat on which were all the Eastport's guns.

On the first day the Eastport made twenty miles down the river, but at 6 o'clock in the evening she grounded, from not being in the channel, and the

first of our difficulties commenced in getting her over the bars and other obstructions which abound in this river.

It would be impossible to give an adequate idea of the difficulties of the navigation from the 21st of April up to the 26th, the time when it was no longer considered possible to get the Eastport over the sand bars and logs, now increasing, unless time was allowed to remove them, and the enemy were kept from annoying us while we were at work.

The lieutenant commander commanding the Eastport, S. L. Phelps, had done all that man could do to save his vessel, and felt it to be a matter of pride to get her to Alexandria.

She had grounded eight times badly, and each time under circumstances where it was very doubtful if she would come off; but the commander's confidence never deserted him, and I could not help but admire his coolness and faith in getting his vessel to Alexandria, when I knew there were places to pass below with much less water on them.

I determined that I would never leave this vessel to her fate as long as the commander felt a hope of getting her down.

He worked with almost superhuman efforts to accomplish the object in view, sleeping apparently neither night nor day; everybody worked, and went through privations of all kinds, and I must say that, mentally, I never went through so much anxiety in my life.

On the sixth day of this labor of hauling the Eastport over the bars, and after congratulating ourselves that we had passed every impediment, orders were given to fill up with fence-rails for fuel, and we started down stream, with the expectation of making at least thirty miles that day. The vessel had already been brought sixty miles on her way, and sixty more would bring her within our lines.

The army, though, were sixty miles ahead of us, and the report was that the rebels were following in their rear, also opposing them in front, and we might naturally expect, when the army arrived safely in Alexandria, that the whole power of the enemy would be directed to cutting off my small force of three light draughts, and the Eastport, without any guns; indeed, we had already received notice that such were their intentions.

On April 25th I made signal to pass down stream, and had scarcely started before the Eastport was hard aground, and this time in a position where even the commander's hopes of relieving her failed. The difficulty here was a want of water, and the bed of the river was filled with logs over which it would be impossible to get the vessel unless we had the time.

We tried to lighten her by removing her iron plating, but this we found to be labor beyond our power; the plates could not be removed in a short time, and that plan was abandoned at once.

I had determined to remain by the Eastport until she was safe within our lines, or blown up, to prevent her falling into the hands of the enemy.

On two occasions I had given the commander preparatory instructions relative to her destruction, thinking her time had come; but, still hopeful and persistent, he stuck to the work, and deserved to have met with greater success.

Every effort was made to get the Eastport off from what proved to be her final resting-place.

The gunboat Fort Hindman (whose commander has worked to save the Eastport with a zeal I never saw surpassed) succeeded, with her steam capstan, in moving her bow, but only enough to get into a worse position right across the channel, with a bed of logs under her, and from that place it seemed that no human power could move her. The commander having admitted there seemed no hope of getting her off, unless we had time, and our rear protected, I gave the order to destroy her.

One ton of powder was placed in her in various positions, she was filled with

such combustibles as we could procure, and at 1.45 p. m., April 26, the Eastport was blown up, Lieutenant Commander Phelps applying the match, and being the last one to leave the vessel. He had barely time to reach the boat when the Eastport blew up, covering the boat with fragments of wood. Seven different explosions followed, and then the flames burst forth in every direction.

The vessel was completely destroyed—as perfect a wreck as ever was made by powder. She remains a troublesome obstruction to block up the channel for some time to come. All stores, &c., were removed, and such parts of the machinery as could be made available by the rebels.

There was nothing but the iron plates left behind, which finally fell inside the hull. Some fell out-board, as the fire burnt away the wood to which they were attached, and will soon disappear under the sands.

I would have brought away every piece of iron, had I not been warned that I had overstaid my time.

Gangs of guerillas began to hover on the left bank of the river, and just previous to blowing up the Eastport we were attacked by a heavy force on the right bank.

This vessel was lying tied to the bank, and I was backing out from the Eastport in the Hindman, to give the former a chance to blow up without injury to any one. The rebels selected this moment to make their attack, and rising suddenly from the bank opened on our little squadron with 1,200 muskets, and then made a rush to board the Cricket.

The enemy, however, were properly met and repelled, and the Cricket, dropping out from the bank, opened on them with grape and canister; and with a heavy cross-fire from the two other vessels, the rebels were routed in five minutes. After this we blew the Eastport up, and proceeded down the river.

We were not molested until we had gone about 20 miles, at a point above Cane river. When rounding the point, the vessels in close order and ready for action, we descried a party of the enemy with artillery on the right bank, and we immediately opened fire with our bow guns. The enemy immediately returned it with a large number of cannon, eighteen in all, every shot of which struck this vessel.

The captain (Acting Master H. H. Gorringe) gave orders to stop the engines for the purpose of fighting the battery and covering the boats astern; I corrected this mistake and got headway on the vessel again, but not soon enough to avoid the pelting shower of shot and shell which the enemy poured into us, every shot going through and through us, clearing all our decks in a moment.

Finding the guns not firing rapidly, I stepped on the gun-deck to see what was the matter. As I stepped down, the after gun was struck with a shell and disabled, and every man at the gun killed and wounded. At the same moment the crew from the forward gun were swept away by a shell exploding, and the men were wounded in the fire-room, leaving only one man to fire up.

I made up a gun's crew from the contrabands, who fought the gun to the last moment. Finding that the engine did not move, I went into the engine-room and found the chief engineer killed, whose place was soon supplied by an assistant. I then went to the pilot-house and found that a shot had gone through it and wounded one of the pilots. I took charge of the vessel, and as the battery was a very heavy one I determined to pass it, which was done under the heaviest fire I ever witnessed.

I attempted to turn her head up stream to attack with our two bow guns, the only guns left, but as this was impracticable, I let her drift down around the point and shelled the enemy's batteries in the rear. This disturbed them for a moment, and enabled the light-draught Juliet and pump-boat Champion, lashed together, to escape from under the bank, where they had drifted.

The Juliet had her steam-pipe cut and became disabled, having drifted clear from under the guns of the enemy and close into the bank, where the guns could

not be depressed to reach them, and from whence the Champion towed her in safety when the Hindman opened her batteries, and this vessel was firing into the rear of the enemy's batteries.

Seeing that the Hindman did not pass the batteries, the Juliet disabled, and that one of the pump-boats had her boiler exploded by a shot, I ran down to a point three or four miles below, where I had ordered two iron-clads to be ready to meet me in case of emergency.

Unfortunately, I ran on shore a short time after passing the batteries, and remained there three hours, took fire in the mean time from the explosion of some cartridges, the box containing which had been struck by the enemy's shot. It was after dark when I reached the appointed place, where I found the Osage lying opposite a field battery of the enemy, which they had been shelling throughout the day.

The Lexington had been hard at work at them, and had been hulled fifteen times, with only one man killed. The firing above had ceased, and as the channel was very intricate, I could not send her up to the assistance of the vessels without danger of her getting aground. I knew that they were all above the batteries, and was in hopes that the Hindman had silenced them.

Lieutenant Commander Phelps had two vessels in charge, the Juliet and Champion, which he wished to get through safely. He kept them out of range until he could partially repair the Juliet, and then starting under a heavy fire he made a push by. Unfortunately the pump-boat was disabled and set fire to and burnt up. The Hindman had her wheel-ropes cut away and drifted past, turning round and round, and getting well cut up in going by.

The Juliet was cut to pieces in hull and machinery; had fifteen killed and wounded. Four miles below they met the Neosho going up, too late to cover them. Had she arrived in time she could likely have cleaned out the batteries, at least diverted the fire of them until the passage of the boats.

I enclose the report of Lieutenant Commanding Phelps, from the time of his first misfortune until his arrival at this place, where I now am with all the fleet, having lost none of the gunboats, but very much surprised that I have any left, considering all the difficulties encountered. When the rebels had followed our army to the point where they could effect no more, all their attention was turned to the little squadron I had escorting the Eastport.

Every man and gun was brought to the river, and we had to contend against such odds that it seemed impossible to escape destruction or very severe handling. No vessels were ever better fought, and none of this class (mere thread-paper vessels) were ever under so hot a fire.

In five minutes the Cricket was struck thirty-eight times with solid shot and shell, with a loss of twenty-five killed and wounded—half her crew; the Juliet about the same, with fifteen killed and wounded. The Hindman lost three killed and four or five wounded.

I may have lacked judgment in not blowing the Eastport up sooner, when I found that we were a secondary consideration to the army; but as I had staid behind myself to see the last transport through safely, I could not do less with one of my own vessels.

I was unable to keep up communication with the army; as the means of communication were with them, and as they marched along faster than I calculated, (forty miles in one day, when I supposed they would only go twenty,) I was more in their rear than I should have been. This arose from my desire to save the Eastport, and hoping that some signal success on the part of the army (which I felt confident was able to whip all the rebels in that part of the country) would dispose of the enemy altogether.

From the beginning of this expedition up to the present time the officers and men of this squadron have worked with superhuman zeal, and overcome difficulties which seemed insurmountable. The success of the expedition depended

entirely on the success of the navy in getting the transports safely to an appointed place—Springfield landing—which would have put us in communication with the army, and then in possession of all their materials of war.

This we accomplished; and when the army returned, unexpectedly, we fought our way back again without the loss of any kind, excepting men, inflicting a loss of five hundred men on the enemy, killed their best general, Greene, and a number of his officers.

On our way down to Alexandria obstacles were overcome enough to appal the stoutest heart. Guns had to be taken out of vessels and then jumped over sand-bars and logs, and the squadron arrived here in time to prevent any attack on our reserve stores.

The difficulty about water is a most unusual one, and we must certainly have a rise of the few feet we want before the end of the season. All the rivers are booming at this time, and it should be so here. I am no more responsible for the failure of water here than I would be if the Mississippi went dry at this season—a thing that never happened yet.

I came up here with the river on the rise, and water enough for our largest vessels; and even on my way up to Shreveport from Grand Ecore the water rose, while it commenced falling where I left the largest gunboats. Falling or not, I could not go back while in charge of the transports and the material on which an army of thirty thousand men depended. Nothing would justify me in doing so.

I have still confidence in a good Providence, which I am sure will not desert us, and confidence that the nation will not permit this fleet to be sacrificed when it has so well performed its part in what should have been a complete success.

In conclusion, I beg leave to mention the brave, cool, and zealous manner in which Lieutenant Commander Phelps worked to get his vessel out of her difficulties, never losing his faith for a single moment; also the handsome manner in which he brought the two fragile gunboats past those heavy batteries, cheating the enemy of the prize they had promised themselves.

To Acting Volunteer Lieutenant John Pearce, commanding the Fort Hindman, great praise is due for the efforts he made night and day to get the Eastport off, working his officers and men until they could hardly stand.

Acting Master George W. Rogers, of the Pittsburg, deserves great credit for the manner in which he worked at the bulkheads of the Eastport, up to his middle in water, for eight days; to him we intrusted the duty of stopping the leak, which he fairly accomplished under the most trying circumstances.

Acting Master J. S. Watson defended his vessel in the most gallant manner, and never was a vessel more cut up.

Where all do their duty it is hard to discriminate; but when the record of this expedition is overhauled, the names of Commander R. Townsend, commanding Essex; Lieutenant Commander S. L. Phelps, Eastport; Lieutenant Commander Watson Smith, Chillicothe, (temporarily;) Lieutenant Commander K. R. Breese, Black Hawk; Lieutenant Commander J. P. Foster, Lafayette; Lieutenant Commander J. A. Greer, Benton; Lieutenant Commander E. K. Owen, Louisville; Lieutenant Commander J. G. Mitchell, Carondelet; Lieutenant Commander F. M. Ramsay, Choctaw; Lieutenant Commander T. O. Selfridge, Osage; Lieutenant Commander Byron Wilson, Ouachita; Lieutenant Commander George M. Bache, Lexington; Lieutenant Commander S. W. Terry, Benefit, (naval transport;) Acting Volunteer Lieutenant W. R. Hoel, Pittsburg; Acting Volunteer Lieutenant Samuel Howard, Neosho; Acting Volunteer Lieutenant George W. Browne, Ozark; Acting Volunteer Lieutenant A. R. Langthorne, Mound City; Acting Volunteer Lieutenant John Pearce, Fort Hindman; Acting Master H. H. Gorringer, Cricket; Acting Master J. S. Watson, Juliet; Acting Master Charles Thatcher, Gazelle,—should stand promi-

ment, having zealously performed everything required of them with an ability deserving of the highest praise.

I deem it necessary to send you a bearer of despatches, who will explain to you fully the condition of the fleet.

I am, sir, very respectfully, your obedient servant,

DAVID PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

PERILOUS SITUATION OF THE FLEET.—FALLING BACK OF THE ARMY.

FLAG-SHIP CRICKET, MISSISSIPPI SQUADRON,
Below Grand Ecore, La., April 23, 1864.

SIR: In my last communication I informed you of the sinking of the Eastport by a torpedo about eight miles below Grand Ecore. The moment I heard of it I went down to Alexandria and sent a despatch vessel for our two steam pump-boats; one was coming over the falls as I passed down and the other fortunately came in sight an hour afterwards. They were both sent up and set to work to raise the sunken vessel. She was so much shattered in the bottom that I almost despaired of effecting anything. The same day that the boats arrived up General Banks gave orders for the army to prepare to move on to Alexandria, and as Grand Ecore was only four miles from us by land, the chances were that the rebels would mount numerous artillery on the bluff close at hand, and prevent our working. Nevertheless we went to work, and proceeded until the vessel was raised, the pumps working all the time, and we unable to get at the leak. Lieutenant Commander Phelps worked with great perseverance, coolness, and patience under these unpleasant circumstances. The same day the army moved we moved down with the Eastport with her own steam and one steam-pump alongside of her, barely keeping her free, and the leak not discovered. We started very fair, and made in a few hours twenty miles down river, having sent convoy to bring down the transports, which were taken safely to Alexandria. But the Eastport got out of the channel, and it seems impossible to move her ahead. Everything that man can do has been done, and I shall persevere until attacked here, or until the falling water endangers the other vessels. There will be but one course for me to pursue, that is, to perform the painful duty of destroying the Eastport to prevent her falling into the enemy's hands. I have no certainty of getting her down as far as Alexandria; the water has fallen too much to leave her here, with our army retreating to Alexandria, and with 25,000 rebels (if victorious) assailing us at every point. We can fight them to the last. At this time the rebels are following our army, and the artillery and musketry can be heard quite distinctly. We do not know the result. Had the army held Grand Ecore a fortnight, we would with certainty have saved the vessel, and will do so now if we can find water to get her down. She has a great deal of water in her, which increases her draught and makes her very heavy; her pumps cannot get it all out, nor can we find the place where she is injured. The unfortunate issue of this expedition has thrown the gunboats into a bad predicament. When I came up here the water was rising, and all our vessels navigated the river to Grand Ecore with ease, and with some of them I reached Springfield landing—the place designated by General Banks for the gunboats to meet the army. My part was successfully accomplished; the failure of the army to proceed, and the retreat back to Grand Ecore, left me almost at the mercy of the enemy. Fortunately we got through without any accident or serious disaster from the enemy's fire. I soon saw that the army would go to Alexandria again, and we

would be left above the bars in a helpless condition. I went to work immediately to get the heavy boats below, which I succeeded in doing by great exertions on the part of the commanders. I kept the lighter draught vessels to cover the army if they should need it, and to take the transports down safely, all of which was done. The vessels are mostly at Alexandria, above the falls, excepting this one and two others I kept to protect the Eastport. When the rebels heard we had arrived at Grand Ecore, they commenced turning the source of water supply off into the lakes, which would have been remedied had the army succeeded in getting to Shreveport. I cannot blame myself for coming up at the only season when the water rises. All the rivers are full and rising, but the Red river is falling at the rate of two inches a day—a most unusual occurrence; this river always being full until the middle of June. Whether we will yet have a rise it would be impossible for any one to foresee. It seems like an impossibility that we could be caught in such a predicament in the time of rising water, but such may be the case. If General Banks should determine to evacuate this country, the gunboats will be cut off from all communication with the Mississippi. It cannot be possible that the country would be willing to have eight iron-clads, three or four other gunboats, and many transports sacrificed without an effort to save them. It would be the worst thing that has happened this war. I beg leave, most respectfully, to call your earnest attention to this matter. I shall remonstrate with all the energy I am capable of against being left here and have to destroy my vessels, and I hope, sir, that you will see, in the position wherein I am placed, strong reasons for holding this country, and reenforcing the army with troops, to do it with a certainty. Two months are left yet in which to expect a rise; but many say it will not come—the wish, perhaps, being father to the thought. It would be hard indeed, after co-operating with the army, and the navy performing successfully all that was required of it, to be left in a position where we would have to surrender or blow up. I will promise you the latter. I have no hope of getting the Eastport down, though the commander is still very sanguine. If we could get her within forty miles of Alexandria we could save her; or if it rises there will be no trouble at all. If the enemy bring on their heavy artillery, the people on the steam-pumps will not be able to work at all. With the gunboats alone and untrammelled, I should not be afraid of any force the rebels could bring to bear upon us, being confident that we could beat them off if they came in strong force. Whatever may happen I shall hope for the best, but consider it my duty to anticipate events, and run no risk of losing this squadron.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CAPTURE OF THE UNITED STATES STEAMERS COVINGTON AND SIGNAL.

Report of Acting Volunteer Lieutenant George P. Lord.

UNITED STATES STEAMER CHILlicothe,

Above Alexandria Falls, May 8, 1864.

SIR: It is with feelings of regret that I report the loss of the United States steamer Covington, and most respectfully submit the following report:

I left Alexandria, convoying the steamer Warner, at 8 o'clock on the morning of May 4, 1864. While passing Wilson's plantation the Warner was fired into by about one hundred infantry, losing one man. I fired my stern guns at

them for some time, and passed on. After proceeding about $1\frac{1}{2}$ miles further Mr. McClossy, a pilot belonging to the General Price, struck the stern of the vessel against a bar, thereby breaking the port rudder badly and shivering the tiller. I told him hereafter Mr. Emerson, my other pilot, would manage her. I tied up all night about a mile from the Red House, and commenced repairing my rudder and tiller. At about 5 o'clock I was joined by the United States steamer Signal. Both of us kept up through the night an irregular fire on the right hand shore going down, as they had fired upon us with infantry while we were repairing.

At $4\frac{1}{2}$ o'clock in the morning we all got under way—the Warner in the lead, Covington next, and the Signal last. At Dunn's bayou (on the right going down) we were fired upon by two pieces of artillery and infantry. The Covington was hit by this battery only three times, and the Warner's rudders were disabled; but she still continued down stream until she came to a short point in the river, when she went into the bank. She had no sooner struck the bank when a rebel battery (on the right-hand shore going down) and from 4,000 to 5,000 infantry opened on her and my vessel. The Covington and Signal immediately commenced firing. Almost every shot either struck the boilers, steam-pipe, or machinery of the Warner, as she was only about one hundred yards from the battery. After we had engaged the battery about three hours the Warner hoisted a white flag. We still kept up our fire, and I sent a party from my vessel under a severe fire to burn her, but the colonel in charge sent me word that there were nearly 125 killed and wounded, and requested that I would not burn her, which was granted. A short time after this I was informed that the Signal was disabled. I immediately rounded to, and went alongside of her, took her in tow and started up stream, but my rudders became disabled and the Signal got adrift. (It was impossible to pass the Warner, so Mr. Emerson, my pilot, informed me.) Knowing that the Signal would drift down on the Warner, and the rebels could immediately board her, I ordered the commanding officer to anchor her, which was done.

Finding it impossible to handle my vessel, and fearing I should get on the side where artillery and infantry were, I went over on the other bank and made fast, head up stream. I used my stern guns on the lower battery and my broadside on the infantry abreast of us, and my bow guns on a battery that was ahead of us, which had been brought down from Dunn's bayou. My escape-pipe was cut while alongside of the Signal, causing a great deal of steam to escape, and making the impression that the boilers had been struck. The men, however, soon rallied, and kept up a brisk fire on the enemy. Most of the soldiers and officers, among whom were Colonel Sharp, of the 156th New York volunteers, Colonel Rainor, 129th Illinois, (wounded in both legs,) Lieutenant Simpson, aide-de-camp to General Banks, and Acting Assistant Paymaster Chester, went over on the Signal. The Signal getting adrift from us, they were not able to return to my vessel. After I had been tied to the bank an hour or so my steam-drum was cut, and a shell struck under the boilers, letting out all the water. My ammunition gave out; my howitzers were disabled by the bracket bolts drawing out, and every shot coming through us, with one officer and a good many of men already killed, I determined to burn my vessel. I spiked the guns, had coals of fire strewn on the decks, and myself and executive officers set fire to the cotton which was on the guard alongside of the engines. I saw it burning finely before I left, and feel sure she was destroyed. While leaving the vessel to get up on the bank a terrible fire of infantry was opened on us, and some were killed in going up. I collected my officers and men all together, and found I had with me 9 officers and 23 men, (my crew was composed of 14 officers and 62 men,) and started through the woods for Alexandria at 20 minutes of 11 o'clock. When within ten miles of Alexandria we were fired upon by rebel cavalry, thereby scattering us. I am glad to say that they

have nearly all arrived here safe, with the exception of Acting Third Assistant Engineer Syms, who was wounded in the head while fighting a few guerillas who had fired into a party of my men while close to Alexandria. He has since arrived safe. The whole action lasted about five hours, and the Covington was badly riddled from stem to stern, there being no less than 5 shots in her hull, and some 40 or 50 in her upper works. The officers and men behaved with great gallantry, and with the exception of a few this was their first action. Acting Master's Mate C. W. Gross was killed by a shot that came through the shell-room. The officers and men lost all of their personal effects; the only things that were saved being the signal book and the despatches intrusted to my care, which were returned to you. The arms that were brought with us I turned over to Acting Master H. Gorringe, of the Cricket, taking a receipt for the same.

In conclusion, I most respectfully beg that a court of inquiry may be called to determine whether the honor of our flag suffered in my hands.

Very respectfully, your obedient servant,

GEORGE P. LORD,
Acting Volunteer Lieutenant, United States Navy.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 29, 1864.

SIR: I enclose a report of the surgeon of the Signal, who was released unconditionally by the rebels. It only corroborates all the reports I have received of the gallant defence of this vessel, which I am told was a most perfect wreck when she fell into the hands of the enemy, who were much chagrined that so frail a vessel had contended so long against seven guns placed in position to get a cross-fire on her.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Assistant Surgeon N. Brewster.

UNITED STATES STEAMER NEW NATIONAL,
Mound City, June 27, 1864.

SIR: Agreeably to your request, I have the honor of submitting the following report of the loss of the United States steamer Signal:

Leaving Alexandria on the 4th of May, she proceeded down the river, and anchored at night in company with United States steamer Covington and transport Warner. Starting again at daylight, we had proceeded but a short distance when the enemy opened on us with a battery of two guns, and from several others as we passed on. Their fire was promptly returned, and continued until 9 o'clock, when it ceased for a few minutes, and the opportunity was seized for distributing bread, as breakfast had not been served. The firing soon commenced again, and continued until near noon, when the order was passed for all hands to prepare to abandon and burn the ship, having been totally disabled for more than an hour, the Warner flying a white flag, and the Covington nearly consumed, exploding her magazine soon after. Preparations were made and a part of the men had safely passed up the bank, when the

order was countermanded; it being deemed a useless waste of life for more to attempt it, and wholly impossible to remove the wounded, under the fire of the batteries, and several hundred sharpshooters, and the white flag was raised.

My station was unfavorable for observation, and my professional duties occupied considerable of my time; but I take pleasure in bearing testimony to the good conduct of those stationed near me, and with whom I came in contact during the action. Acting Volunteer Lieutenant E. Morgan, commanding, appeared to be coolly attending to his duties. Acting Ensign C. P. Bragg, executive officer, Ensign W. F. Loan, and Acting Master's Mate R. P. Croft, had charge of the divisions, and, cheering the men by voice and example, held them to their stations, despite the withering fire of the enemy's sharpshooters through the open ports, and were ably seconded by the captains of the guns. To the coolness of the engineers in shutting off the steam and emptying the boilers, when the steampipe was cut, the safety of many is owing. The pilot, Perry Wilkes, left his wheel only when it was disabled in his hand by a bursting shell. I would make special mention of Acting Ensigns Bragg and Loan, who went out in full view of several hundred sharpshooters and let go the anchor; and again to ship the cable, this time assisted by John Fighland (seaman,) who was here disabled by his second wound. Michael McCormic (boatswain's mate) and Timothy O'Donahu (seaman,) captains of guns, were wounded early in the day, but stood to their guns until ordered away. George Butts, gunner's mate, and Charles Aster, quarter gunner, were on the sick list, but did duty during the whole engagement. Several whose names I have forgotten returned to their guns when their wounds had been dressed, and, with few exceptions, all stood to their work, using muskets when their guns could not be brought to bear.

I am, sir, most respectfully, your obedient servant,

N. BREWSTER, *Acting Assistant Surgeon.*

Rear-Admiral D. D. PORTER.

Partial list of casualties on board the Signal.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 29, 1864.

Sir: I beg leave to enclose a partial list of the wounded on board the United States steamer Signal at the time of her loss.

I have the honor to be your obedient servant,

DAVID D. PORTER.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER NEW NATIONAL,
June 27, 1864.

SIR: I have the honor to submit the following report of the condition of the sick and wounded captured by the enemy on the 5th of May, and left in my care in the Confederate States hospital at Cheneyville, Louisiana:

Chas. Allen, second-class fireman, Signal, sick.

Michael Lyons, coal-heaver, Signal, wounded.

A. J. Shiver, seaman, Signal, wounded.

John Highland, seaman, Signal, wounded.

Gabriel Frear, landsman, Signal, wounded.

Isaac Highland, seaman, Covington, wounded.

Lewis Jones, quartermaster, Signal, wounded.

They were paroled on the 16th of June, and delivered to Colonel Dwight, United States army, on the 17th, who transferred them to the United States steamer General Bragg. I reported on board the United States steamer Choctaw on the 18th, and received orders to remove the wounded to hospital Pinkney and report to you for duty.

In obedience I took passage on the New National, and took to the hospital all except Lewis Jones, quartermaster of the Signal, whose time has expired, and Isaac Highland, ordinary seaman, Covington, entirely recovered. They are on board that vessel now awaiting orders.

I have submitted, through the fleet surgeon, a detailed report of the casualties on board the Signal.

I am, sir, very respectfully, your obedient servant,

N. BREWSTER,

Acting Assistant Surgeon, U. S. Steamer Signal.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

ENGAGEMENT BETWEEN THE UNITED STATES STEAMER CURLEW AND REBEL BATTERY OPPOSITE GAINES'S LANDING.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Mound City, June 3, 1864.

SIR: I have the honor to enclose herewith a report of Acting Ensign H. B. O'Neill, commanding United States steamer Curlew, giving an account of an attack made upon that vessel, on the morning of May 25, by a rebel battery of ten or twelve guns, opposite Gaines's landing. It appears that, although taken somewhat by surprise, all were quickly at their stations, and behaved well during the engagement, which lasted about twenty minutes.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Ensign H. B. O'Neill.

UNITED STATES STEAMER CURLEW,

May 24, 1864.

SIR: I have the honor to report to you that at 5 o'clock this morning, when opposite Gaines's landing, Arkansas, we were fired into from a battery on shore, consisting of ten, if not of twelve, guns. At least six full volleys were fired at us. One 12-pound shell struck the casemate of this vessel, lodging upon the ground without exploding. Two 6-pound solid shot went through the casemates about midships on port side, just above the deck, without doing any material injury. Shrapnel flew thick around, two or three small balls penetrating the cabin.

One of their guns evidently was of large calibre, as several shots went far over and beyond the vessel. No one on board was injured, although several of

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equalled, while perhaps not one in fifty believed in the success of the undertaking.

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PASSAGE OF THE FLEET OF GUNBOATS OVER THE FALLS AT ALEXANDRIA, LOUISIANA, MAY 1864.

over and beyond the vessel. No one on board was injured, although several of

the crew had narrow escapes. Notwithstanding the crew was just turning out of their hammocks, and having been but little accustomed to such attacks, they acted with coolness and promptness during the engagement, which lasted about twenty minutes, working the guns with alacrity—firing twenty-eight rounds with a good degree of precision. Some of the shots from our gun were seen to strike in their midst.

The United States steamer Tylor being about two miles in advance of us, I blew the whistle to notify her that I was engaging a battery. Before she arrived they left the ground.

After consultation with the commander of the Tylor, it was deemed best, the battery having left, to proceed on our way.

Some distance above we met the transport steamer Nicholas Longworth, when we were ordered by Lieutenant Commander James M. Prichett, of the Tylor, in company with the United States steamer Romeo, to return and convoy her below where the battery was, which we did, without meeting any further difficulty. This caused a delay in our arrival at Cairo of at least twelve hours.

Very respectfully, your obedient servant,

H. B. O'NEILL,
Acting Ensign, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

PASSAGE OF THE FALLS BY THE FLEET.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mouth of Red River, May 16, 1864.

SIR: I have the honor to inform you that the vessels lately caught by low water above the falls at Alexandria have been released from their unpleasant position. The water had fallen so low that I had no hope or expectation of getting the vessels out this season, and as the army had made arrangements to evacuate the country, I saw nothing before me but the destruction of the best part of the Mississippi squadron.

There seems to have been an especial providence looking out for us in providing a man equal to the emergency. Lieutenant Colonel Bailey, acting engineer of the 19th army corps, proposed a plan of building a series of dams across the rocks at the falls, and raising the water high enough to let the vessels pass over. This proposition looked like madness, and the best engineers ridiculed it; but Colonel Bailey was so sanguine of success that I requested General Banks to have it done, and he entered heartily into the work. Provisions were short and forage was almost out, and the dam was promised to be finished in ten days, or the army would have to leave us. I was doubtful about the time, but had no doubt about the ultimate success, if time would only permit. General Banks placed at the disposal of Colonel Bailey all the force he required, consisting of some three thousand men and two or three hundred wagons. All the neighboring steam-mills were torn down for material, two or three regiments of Maine men were set to work felling trees, and on the second day after my arrival in Alexandria from Grand Ecore the work had fairly begun. Trees were falling with great rapidity; teams were moving in all directions, bringing in brick and stone; quarries were opened; flatboats were built to bring stone down from above; and every man seemed to be working with a vigor I have seldom seen equalled, while perhaps not one in fifty believed in the success of the undertaking.

These falls are about a mile in length, filled with rugged rocks, over which at the present stage of water, it seemed to be impossible to make a channel.

The work was commenced by running out from the left bank of the river a tree dam, made of the bodies of very large trees, brush, brick, and stone, cross-tied with other heavy timber, and strengthened in every way which ingenuity could devise. This was run out about three hundred feet into the river; four large coal barges were then filled with brick and sunk at the end of it. From the right bank of the river cribs filled with stone were built out to meet the barges. All of which was successfully accomplished, notwithstanding there was a current running of nine miles an hour, which threatened to sweep everything before it.

It will take too much time to enter into the details of this truly wonderful work. Suffice it to say, that the dam had nearly reached completion in eight days' working time, and the water had risen sufficiently on the upper falls to allow the Fort Hindman, Osage, and Neosho to get down and be ready to pass the dam. In another day it would have been high enough to enable all the other vessels to pass the upper falls. Unfortunately, on the morning of the 9th instant, the pressure of water became so great that it swept away two of the stone barges, which swung in below the dam on one side. Seeing this unfortunate accident, I jumped on a horse and rode up to where the upper vessels were anchored and ordered the Lexington to pass the upper falls, if possible, and immediately attempt to go through the dam. I thought I might be able to save the four vessels below, not knowing whether the persons employed on the work would ever have the heart to renew their enterprise.

The Lexington succeeded in getting over the upper falls just in time, the water rapidly falling as she was passing over. She then steered directly for the opening in the dam, through which the water was rushing so furiously that it seemed as if nothing but destruction awaited her. Thousands of beating hearts looked on anxious for the result. The silence was so great as the Lexington approached the dam that a pin might almost be heard to fall. She entered the gap with a full head of steam on, pitched down the roaring torrent, made two or three spasmodic rolls, hung for a moment on the rocks below, was then swept into deep water by the current, and rounded to safely into the bank. Thirty thousand voices rose in one deafening cheer, and universal joy seemed to pervade the face of every man present.

The Neosho followed next; all her hatches battened down, and every precaution taken against accident. She did not fare as well as the Lexington, her pilot having become frightened as he approached the abyss and stopped her engine, when I particularly ordered a full head of steam to be carried; the result was that for a moment her hull disappeared from sight under the water. Every one thought she was lost. She rose, however, swept along over the rocks with the current, and fortunately escaped with only one hole in her bottom, which was stopped in the course of an hour.

The Hindman and Osage both came through beautifully without touching a thing, and I thought if I was only fortunate enough to get my large vessels as well over the falls, my fleet once more would do good service on the Mississippi.

The accident to the dam, instead of disheartening Colonel Bailey, only induced him to renew his exertions, after he had seen the success of getting four vessels through.

The noble-hearted soldiers, seeing their labor of the last eight days swept away in a moment, cheerfully went to work to repair damages, being confident now that all the gunboats would be finally brought over. These men had been working for eight days and nights up to their necks in water in the boiling sun, cutting trees and wheeling bricks, and nothing but good humor prevailed among them. On the whole, it was very fortunate the dam was carried away, as

the two barges that were swept away from the centre swung around against some rocks on the left, and made a fine cushion for the vessels, and prevented them, as it afterwards appeared, from running on certain destruction.

The force of the water and the current being too great to construct a continuous dam of six hundred feet across the river in so short a time, Colonel Bailey determined to leave a gap of fifty-five feet in the dam, and build a series of wing dams on the upper falls. This was accomplished in three days' time, and on the 11th instant the Mound City, Carondelet, and Pittsburg came over the upper falls, a good deal of labor having been expended in hauling them through, the channel being very crooked, scarcely wide enough for them. Next day the Ozark, Louisville, Chillicothe, and two tugs also succeeded in crossing the upper falls. Immediately afterwards the Mound City, Carondelet, and Pittsburg started in succession to pass the dam, all their hatches battened down and every precaution taken to prevent accident. The passage of these vessels was a most beautiful sight, only to be realized when seen. They passed over without an accident except the unshipping of one or two rudders. This was witnessed by all the troops, and the vessels were heartily cheered when they passed over. Next morning at 10 o'clock the Louisville, Chillicothe, Ozark, and two tugs passed over without any accident except the loss of a man, who was swept off the deck of one of the tugs. By 3 o'clock that afternoon the vessels were all coaled, ammunition replaced, and all steamed down the river, with the convoy of transports in company. A good deal of difficulty was anticipated in getting over the bars in lower Red river; depth of water reported only five feet; gunboats were drawing six. Providentially, we had a rise from the back-water of the Mississippi, that river being very high at that time; the back-water extending to Alexandria, one hundred and fifty miles distant, enabling us to pass all the bars and obstructions with safety.

Words are inadequate to express the admiration I feel for the abilities of Lieutenant Colonel Bailey. This is, without doubt, the best engineering feat ever performed. Under the best circumstances a private company would not have completed this work under one year, and to an ordinary mind the whole thing would have appeared an utter impossibility. Leaving out his abilities as an engineer, the credit he has conferred upon the country, he has saved to the Union a valuable fleet, worth nearly two million dollars. More, he has deprived the enemy of a triumph which would have emboldened them to carry on this war a year or two longer; for the intended departure of the army was a fixed fact, and there was nothing left for me to do, in case that event occurred, but to destroy every part of the vessels, so that the rebels could make nothing of them. The highest honors the government can bestow on Colonel Bailey can never repay him for the service he has rendered the country.

To General Banks personally I am much indebted for the happy manner in which he has forwarded this enterprise, giving it his whole attention night and day, scarcely sleeping while the work was going on, tending personally to see that all the requirements of Colonel Bailey were complied with on the instant.

I do not believe there ever was a case where such difficulties were overcome in such a short space of time, and without any preparation.

I beg leave to mention the names of some of the persons engaged on this work, as I think that credit should be given to every man employed on it. I am unable to give the names of all, but sincerely trust that General Banks will do full justice to every officer engaged in this undertaking, when he makes his report. I only regret that time did not enable me to get the names of all concerned. The following are the names of the most prominent persons:

Lieutenant Colonel Bailey, acting military engineer, nineteenth army corps, in charge of the work.

Lieutenant Colonel Pearcall, assistant.

Colonel Dwight, acting assistant inspector general.

Lieutenant Colonel W. B. Kinsey, 161st New York volunteers.

Lieutenant Colonel Hubbard, 30th Maine volunteers.

Major Sawtelle, provost marshal, and Lieutenant Williamson, ordnance officer.

The following were a portion of the regiments employed: 29th Maine, commanded by Lieutenant Colonel Emmerson; 116th New York, commanded by Colonel George M. Love; 161st New York, commanded by Captain Prentiss; 133d New York, commanded by Colonel Currie.

The engineer regiment and officers of the thirteenth army corps were also employed.

I feel that I have done but feeble justice to the work or the persons engaged in it. Being severely indisposed, I feel myself unable to go into further detail. I trust some future historian will treat this matter as it deserves to be treated because it is a subject in which the whole country should feel an interest, and the noble men who succeeded so admirably in this arduous task should not lose one atom of credit so justly due them.

The Mississippi squadron will never forget the obligations it is under to Lieutenant Colonel Bailey, acting military engineer, of the nineteenth army corps.

Previous to passing the vessels over the falls I had nearly all the guns, ammunition, provisions, chain-cables, anchors, and everything that could affect their draught, taken out of them.

The commanders were indefatigable in their exertions to accomplish the object before them, and a happier set of men were never seen than when their vessels were once more in fighting trim.

If this expedition has not been so successful as the country hoped for, it has exhibited the indomitable spirit of eastern and western men to overcome obstacles deemed by most people insurmountable. It has presented a new feature in the war, nothing like which has ever been accomplished before.

I regret to inform you, among the misfortunes of this expedition, of the loss of two small light draught-gunboats—the Signal and Covington. I sent them down from Alexandria to convoy a quartermaster's boat, the Warner, loaded with cotton and some four hundred troops on board, not knowing that the enemy had any artillery on the river below us, or anything more than wandering gangs of guerillas, armed with muskets, which these vessels were competent to drive off. It appears, however, that the rebels were enabled to pass our advance force at night with six thousand men and some twenty-five pieces of artillery. Within these they established a series of batteries at a place called Dunn's bayou, thirty miles below Alexandria—a very commanding position. These batteries were so masked that they could not be seen in passing, even by the closest observation.

The first notice the vessels received of the battery was a furious fire which opened on the quartermaster's boat, the Warner, piercing her boilers, and completely disabling her. At the same time six thousand infantry opened with musketry, killing and wounding half the soldiers on this vessel. She drifted in to the opposite bank, where a number managed to make their escape in the bushes, though many were killed in attempting to do so.

The Signal and Covington immediately rounded to and opened their guns on the batteries, and pushed up endeavoring to rescue the Warner from her perilous position. They had, however, as much as they could do to take care of themselves, the cross-fire of the three batteries cutting them up in a terrible manner. Their steam-pipes were soon cut, and their boilers perforated with shot, notwithstanding which they fought the batteries for five long hours, the vessels being cut all to pieces, and many killed and wounded on board.

Acting Volunteer Lieutenant George P. Lord, commanding the Covington, having expended all his shot, spiked his guns, set fire to his vessel, and escaped with what was left of his crew to the shore, and his vessel blew up.

The Signal, Acting Volunteer Lieutenant Edward Morgan, still fought his guns for half an hour after the destruction of the Covington. He found it in

possible to destroy his vessel by burning, her decks being covered with wounded, and humanity forbade him sacrificing the lives of the noble fellows who had defended their vessel so gallantly. He gave permission to all those who wished to escape to do so. Some of them attempted to get off by climbing up the bank. Many were killed while doing so by the murderous fire of musketry poured in from the opposite side. The captain remained by the vessel and was captured, if he remained alive; but I have no information regarding him. The rebels took the guns off of her, and placed her across the channel as an obstruction. Sunk her.

General Banks, on hearing the news, sent out cavalry to hunt for the unfortunate men, many of whom were picked up and brought into Alexandria. A number escaped down river, and went aboard some light-draught gunboats that were coming up at the time to the scene of action, but were driven back by the superior artillery of the enemy.

I feel very much for the poor fellows who fell into the rebels' hands, as the latter have been very merciless to some of the prisoners they have taken, and committed outrages at which humanity shudders.

The vessels will all return to their stations in a few days, as there is no prospect, under present circumstances, of renewing operations in this part of Louisiana, the season having passed for operating with any chance of success.

I am sorry to see that the rebel guerillas have become quite troublesome on the Mississippi since I left, all of which will be rectified within the coming week.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Off Mouth of Red River, La., May 19, 1864.

SIR: In my report in relation to the release of the gunboats from their unpleasant position above the falls, I did not think it prudent to mention that I was obliged to destroy eleven 32-pounders—not having time to haul them from above the falls to Alexandria, the army having moved and drawn in all their pickets. The best guns were hauled first. The 32-pounders were old guns, and would have been condemned on the first opportunity. For the same reasons, I also omitted to mention that I was obliged to take off the iron from the sides of the Pook gunboats and from the Ozark, to enable them to get over. Not being able to haul this iron around the falls to Alexandria, from want of wagons, I ordered the gunboats to run up the river at night to a point where they could find from five to six fathoms of water, where the iron was thrown overboard, and where, in a few moments, it would sink many feet under the quicksands, thus leaving no possible chance for the rebels to recover it.

The Pook vessels run so much better without this iron than they ever did before, and it never having been of any use to them, I propose leaving it off altogether. Their forward casemates are still heavily protected with iron, and as they always fight bow on, it is all they should carry. Besides, they are getting old, and having done a great deal of service without any repairs, they cannot bear the weight. They now run from two to two and a half knots faster than before.

The Ozark is a miserable vessel. Her turret has ceased to work altogether, and is about twice as high and heavy as it should be. I really do not know

what can be done with her, unless it is to take the turret off, and, with some additional strengthening, put casemates about her. This, when done, will enable her to lie at some of the points on the river where a formidable vessel is required.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Congratulatory Letter to Rear-Admiral D. D. Porter.

NAVY DEPARTMENT,

May 31, 1864.

SIR: The department acknowledges the receipt of your interesting report of the 16th instant, giving a detailed and graphic account of the rescue of the Mississippi squadron from its perilous position above the falls at Alexandria, Red river, and of the aid which you received through the indomitable perseverance and engineering skill of Lieutenant Colonel Bailey, acting military engineer of the 19th army corps.

It is with no ordinary feelings of pleasure that the department learns of the safe passage of that valuable squadron, threatened as it was with inevitable capture or destruction, and congratulates you and your command that the fleet which had borne such a conspicuous part in many of the great events of the war has been spared to the country for future usefulness and renown.

You will tender the thanks of the department to the officers and men of the army for the cheerful aid given you in this great emergency, without which the squadron would unavoidably have fallen into the hands of the rebels or been destroyed. While regretting the loss of the steamers Signal and Covington, and lamenting for the brave men who fell in the engagement with the enemy, the department takes great pleasure in expressing its admiration of the gallant manner in which those vessels were defended, and has reason to believe that the officers and men did their whole duty nobly and faithfully.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Illinois.

ASSISTANCE RENDERED THE ARMY.

FLAG-SHIP BLACK HAWK MISSISSIPPI SQUADRON,

Off Cairo, Illinois, May 26, 1864.

SIR: I have the honor to report my arrival at this place, four days from Red river. The army had all crossed the Atchafalaya, and General Smith's division had embarked; the gunboats covered the army until all were over. General Smith, who brought up the rear, turned upon the rebels with a part of his command under General Mower, killed and wounded a number, captured 180 prisoners, and two field pieces. This makes eight or nine field-pieces captured by General Smith, besides the guns captured at Fort De Russy, in all of which

captures General Mower bore a conspicuous part. It is just such men we want to lead our soldiers.

The river is quiet between this and Red river. The rebels had a battery on the banks below Tunica bend, but the gunboats drove it away after a short action.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CAPTURE OF THE STEAMER CHAMPION (PUMP BOAT.)

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK MISSISSIPPI SQUADRON,

Mound City, June 26, 1864.

SIR: I enclose a report from Pilot Wm. Maitland, who lately escaped from the rebels. He was the pilot who volunteered to take the Champion, No. 5, (pump boat,) past the batteries up Red river. His report gives an account of the fate of the Champion, and also an account of the lamentable fate of those on board; and though the news is painful to the friends of the parties who were on the boat, it is as well that they should know the worst.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Pilot Wm. Maitland.

MOUND CITY, *June 25, 1864.*

SIR: On the morning of the 27th of April I volunteered my services to pilot the steamer Champion, No. 5, by the rebel batteries, in company with the gunboats Fort Hindman and Juliet, all of which had failed to get past them the night previous.

We started at about 8 o'clock, the Fort Hindman having the Juliet in tow, taking the lead. When nearly opposite the batteries, a shell entered the pilot-house of my boat, which wounded me in both legs, causing me to drop on my knees, depriving me from working the wheel; the boat then ran into the bank of the river, on the same side with the batteries: another shell struck her at this time, which wounded me in six other places; and still another, which cut away the bell-rope and speaking-trumpet. Recovering sufficiently from my wounds, I rung the starboard bell, and had the boat backed across the river to the opposite side from the enemy. I then left the pilot-house and jumped overboard and swam ashore, the enemy keeping up a heavy fire upon the boat until she sunk, which was in about a half-hour afterwards.

She now lies with her head up stream, her hurricane deck, on the port side, under water; starboard side the boiler deck, ditto. From what I could learn, the rebels are trying to raise her, with poor prospects of success. Captain Roberts, and a deck hand named Michael Calvin, were killed. Pat. Gorman, a deck hand, wounded and prisoner; since paroled (on the 17th;) the balance of the crew were taken prisoners, and sent to Tyler, Texas.

I learned that as the *Champion*, No. 3, approached the batteries the previous night, a twelve pound-shot entered her starboard boiler, which caused it to explode. Captain Stewart and three engineers, whose names are unknown to me, were scalded to death; also the cook. Michael Shields was wounded and taken prisoner, but since paroled. All the contrabands on board, some one hundred and fifty to two hundred, were scalded to death, excepting fifteen. The rebels have repaired the boilers of this boat, and she is now running on the river below Alexandria. She, in company with the steamer *Frolic*, came out to the mouth of the Red river, under a flag of truce, with wounded officers. I think, as near as I could learn from the rebels, that the battery consisted of eighteen guns, two of which were of Nims's battery, captured from General Banks's army. A captain and lieutenant were among the killed on the rebel side.

Very respectfully, your obedient servant,

WM. MAITLAND, *Pilot*.

Rear-Admiral, DAVID D. PORTER,
Commanding Mississippi Squadron.

MISCELLANEOUS REPORTS.

OPERATIONS ON THE TENNESSEE AND CUMBERLAND RIVERS.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP *BLACK HAWK*, MISSISSIPPI SQUADRON,
Cairo, December 2, 1863.

SIR: In the operations lately carried on up the Tennessee and Cumberland rivers, the gunboats have been extremely active, and have achieved with perfect success all that was desired or required of them. As soon as I heard of General Sherman's move from Memphis for Corinth, I commenced assembling the most suitable vessels at the mouths of the Cumberland and Tennessee rivers. The water was very low in the Ohio, and Lieutenant Commander Le Roy Fitch was obliged to force his vessels, drawing thirty inches, over bars where there were only twenty-six inches of water; he succeeded in getting over (though with some damage to the vessel) in time to convoy any transports that might be ready; and, despite the guerillas on the banks, has taken through safely all the steamers and stores so much needed by our army.

A fortunate rise of water enabled me to get the gunboats, under Lieutenant Commander Phelps, up the Tennessee as far as Eastport; a few hours after, General Sherman arrived at Iuka. With the help of our barges, General Sherman's troops were all ferried over in an incredibly short time by the gunboats, and he was enabled to bring his formidable corps into action in the late battles at Chattanooga, which has resulted so gloriously for our arms.

Later, we got the transports all up with provisions, and have held Eastport and thereabouts, threatening any party that might attempt to cut our communications. I have just received a telegraph from General Grant, desiring that Eastport should be evacuated, and the troops conveyed to Columbus, Kentucky. I have made all the necessary arrangements for this move, and sixteen transports left Paducah to-day, at 4 o'clock, to bring down the troops. I have been obliged to employ eighteen gunboats on this duty, (which has weakened other points,) and now will be able to dispense with some of them, and employ them elsewhere to great advantage. The rebels are evidently making a move towards the river on both sides with numerous artillery, to carry out their plan of stopping transportation; they attacked the gunboat *Signal* a few days ago

with six pieces of artillery, and after a smart fight wounded five of her men, putting eight shots through and through her; the Choctaw opened on them, and soon drove them away, since which time they have not been heard from.

Having so few troops on the river at this moment emboldens the guerillas, and they are assembling about Port Hudson, evidently with the intention of getting into it again, if they can.

I would earnestly recommend that every large gun be dismounted from that place; they are of no use there, and are in the same position they occupied when the fort capitulated, commanding the water only. I will promise that the gunboats will keep all field batteries at a respectful distance; but, with the small garrison at Port Hudson, an energetic enemy might get possession, and we would for a time be blocked again, though it would be for a short time.

Port Hudson is the only place on the river where the rebels would have a chance of success; a surprise is feasible, and the only way to prevent it is to move the guns, which only command the water, where no foes can be expected.

General Sherman recommended me to urge upon General Banks the propriety of pursuing this course; but as he is not within reach, I earnestly recommend it to the department.

With the water a little higher, and some more gunboats below, we will make the banks of the river uncomfortable for field artillerists.

Now that General Banks has gone to Texas with a majority of the troops, the entire length of the river, with the exception of points garrisoned by our troops, is open to the raids of the guerillas and between Natchez and Port Hudson, on both sides, there are assembling now about twenty-five thousand men, with thirty or forty pieces of artillery; the deserters say seventy-five pieces, and Lieutenant Commander Foster reports seventy-five pieces between Red river and Bayou Sara. The latter report I have no confidence in, but am sure that the rebels will make a bold push, in the absence of so many troops, to get possession of this river again.

I am sure they meditate an attack on Columbus.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander F. M. Ramsay.

UNITED STATES STEAMER CHOCTAW,
Off Mouth of Red River, November 23, 1863.

SIR: I have the honor to report that on the afternoon of the 21st instant the steamer Black Hawk came down the river, bound to New Orleans. I warned her captain and the treasury agent of the danger below us, and offered to convoy them by it, if they would wait until the morning. The offer was declined, and the Black Hawk proceeded down the river. When about half a mile below us she was fired into by a rebel field battery concealed in the woods. I immediately opened on the battery with the stern guns and the 100-pounder on the flat. Seeing that the Black Hawk was damaged, I got under way and went to her assistance. Finding her ashore opposite Hog Point, with her "texas" on fire and her steering apparatus disabled, I took her in tow and brought her up to this place to repair.

I expended four 100-pounder and nine 30-pounder shells, six 9-inch shell, one shrapnell, and three canister.

The Red river has risen a little. I had it sounded at the mouth of Old river to-day, and found nine feet, and the current setting up. This ought to make about five feet on the bar, near the head of the island.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant Commander, Com'dg Third Dist., Miss. River.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

OPERATIONS NEAR NATCHEZ, MISSISSIPPI.

Letter of Rear-Admiral Porter transmitting various reports.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Cairo, December 6, 1863.

SIR: I have the honor to enclose herewith, for your information, copy of letter from Lieutenant-Commander James A. Greer, commanding Benton, giving account of affairs on the river, and also copy of letter from Acting Master W. E. H. Fentress, late commanding United States steamer Rattler, dated Libby Prison, Richmond, Va.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James A. Greer.

UNITED STATES STEAMER BENTON,

Off Natchez, November 24, 1863.

SIR: I have the honor to inform you that the Forest Rose has returned to this district, and is now guarding from Grand Gulf to St. Joseph's. I have been informed by the commanding officer of the Pittsburg that a citizen told him of about 12,000 bales of C. S. A. cotton within from twelve to twenty-five miles of Grand Gulf, in different lots.

Since my last report the rebels have shown themselves three times between this and Rodney. They fired upon the St. Louis and Nebraska with musketry, doing no damage. On the 21st they fired into the Welcome, just above Waterproof, with artillery (6-pounders) and musketry, cutting the boat up a good deal, but hurting no one. The Curlew went to her assistance, but saw nothing of the rebels.

On Sunday General Gresham, who was on his way to Vicksburg with his brigade, under convoy of the Curlew, landed a regiment at Duncan's, and marching over to Waterproof captured nine rebel soldiers; the artillery, I understand, made their escape.

A large part of the garrison at this place has been removed. General Smith is now in command, with one brigade and one regiment. They are, I understand, to be relieved in a day or two by a small force of troops, not veterans. This is an important point, and should be well garrisoned. If there is not a larger force there, I understand it is to be left. There will be an attack made by the rebels, who are in force some miles back.

Please inform me what disposition shall be made of the effects of the men of the *Rattler*, captured at Rodney.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieutenant-Commander, Com'dg Fourth Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Statement of Acting Master W. E. H. Fentress.

LIBBY PRISON,

Richmond, Va., November 15, 1863.

SIR: I have the honor to forward you the report of my unfortunate capture, together with Acting Ensign S. Strunk and fifteen seamen belonging to the United States steamer *Rattler*.

On the 12th September (the steamer *Rattler* lying off Rodney, Mississippi,) I went on shore to attend divine service, which was performed in a church not two hundred yards distant from the steamer, and in open view. I had been stationed at Rodney since the Tensas expedition, and had never seen or heard of an enemy near that point. I had taken many negroes who were from the neighborhood, and all reported no rebels in that vicinity. I do not, sir, wish to excuse myself, for I am aware that excuses are of little value with you, when an officer is at fault; but, sir, I do crave your forbearance in this most unfortunate mistake of mine.

We had just entered and were seated in the church when a squadron of fifty cavalry dashed upon us and opened fire from the windows and doors. I endeavored to stop this brutal fire upon unarmed men, but was fired upon by the fiends, and slightly wounded in the back. My hands were tied, and I was made fast to a horse, and compelled to keep pace with him for five miles. My treatment since my capture has been brutal; but, inhuman as it is, sir, I would be happy if I knew that *your* displeasure was removed, and that I might again retrieve my character in the Mississippi squadron under your command.

May I beg, sir, that you will drop me a line in my present miserable condition?

I have the honor to be, sir, your most obedient servant,

WALTER E. H. FENTRESS,

Acting Master U. S. N., late Com'dg U. S. S. Rattler.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

OPERATIONS ON THE LOWER MISSISSIPPI.

Letter of Rear-Admiral Porter transmitting various reports.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Cairo, December 31, 1863.

SIR: I have the honor to enclose herewith copies of communications from Lieutenant Commander James A. Greer, Lieutenant Commander James P. Foster, and Acting Ensign E. F. Brooks, in relation to the state of affairs on the lower Mississippi, and remain, sir,

Very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Off Bayou Sara, La., December 22, 1863.

SIR: I send you the reports of Acting Ensign E. F. Brooks, in the command of the Neosho, and William P. Lee, acting ensign, commanding United States steamer Signal, of the 10th instant, in relation to what was done in regard to the firing into the Von Phul. I cannot approve of the course these vessels pursued upon their return, inasmuch as they did not see an enemy to fire at, but shelled the banks where the enemy was last seen. My orders have been explicit to the officers of my command not to fire without seeing an enemy.

From the above reports you will see what was done on the occasion. The Von Phul was first fired into within sight of this vessel; and upon my arriving at the scene of action I was met at all points with flags of truce, and the enemy had withdrawn their batteries. I notified them that upon a repetition of such an occurrence I would destroy every house in the neighborhood, if I was not promptly informed when the enemy was in the neighborhood.

I am, sir, very respectfully, your obedient servant,

JAMES P. FOSTER,

Lieutenant Commander, Com'dg 2d District, Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Miss. Squadron, Cairo, Illinois.

Report of Lieutenant Commander James A. Greer.

UNITED STATES STEAMER BENTON,
Off Natchez, December 22, 1863.

SIR: I have the honor to inform you that since my last report the rebels have fired upon one boat in my district, viz: the Brazil, on the 11th instant, from the Mississippi side, in Rodney bend; two women were killed and four men wounded. The men firing belonged to West Adams's force, and had four guns in addition to muskets. The Rattler went immediately to the point and drove the rebels off, they not firing a shot at her.

On the 11th instant a force of sixty rebels, under a Major Bradford, came in to attempt to destroy the Indianola. The Carondelet opened fire on them, and drove them off. Acting Master Gipson, hearing that the rebels were coming back, went on shore with thirty men; the rebels were there again, but on his approach retreated without firing a gun. There are now some negro soldiers stationed at Davis's place.

* * * * *

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieutenant Commander, Comd'g 4th District, Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Ensign E. F. Brooks.

UNITED STATES STEAMER NEOSHO,
Off Bayou Sara, Louisiana, December 12, 1864.

SIR: I have the honor to submit the following report: At 2.30 p. m., December 8, the steamer Von Phul came alongside (at our anchorage off Morganzia)

and reported she had been fired into by a rebel battery, five miles below that point, killing the captain, and mortally wounding the barkeeper. At 4.25 got under way and steamed up the river, having in convoy the steamer Von Phul; when about three miles above Morganzia, the rebels opened on the steamer with four pieces of artillery, 12-pounder smooth-bores and 20-pounder rifle guns. She was struck twenty times; three of the shot passing through her hull below the water-line, one cutting off her supply pipe, another penetrating her port boiler. I opened on the battery immediately, and silenced it after firing fifteen rounds—one from the howitzer, and fourteen from the great guns. I have since ascertained, from a reliable source, that the rebel loss was five killed, and several wounded.

After driving the battery from the levee, I proceeded up the river to the assistance of the disabled steamer, and found her tied up to the opposite bank.

The steamer Atlantic, Captain Harry McDougal, on her way to New Orleans, finding the Von Phul in a disabled condition, lay alongside, and made fast to her. Every credit is due to Captain McDougal, who, on learning that the rebels were seen to limber up their pieces, and start up stream, generously volunteered to tow the disabled boat to Red river; and, at the risk of his own boat, afforded protection to the Von Phul and her passengers. The ladies, for better safety, were received on board the Neosho. I am happy to state that both boats, convoyed by the Neosho, reached the mouth of Red river without further interruption. M. A. Miller, surgeon of the Neosho, who was sent on board of the Von Phul, and accompanied her to Red river, has reported to me the following list of casualties as occurring on board, viz:

Killed.—Captain Gorman.

Mortally wounded.—Murray, bar-keeper, (since dead,) and deck hand, (name unknown.)

Severely wounded.—Deck hand, (name unknown,) thigh amputated, (since dead;) Hamlin, of St. Louis, and two other passengers.

Slightly wounded.—Four other passengers.

At 9.20 a. m., December 9, got under way and steamed down the river, in company with United States steamer Signal, convoying the following boats, viz: Atlantic, J. J. Roe, Diligent, and Sunshine. When off the point where a rebel battery was stationed, we commenced shelling the shore, and kept it up until we had passed the rebel position of the day before. Leaving the Signal at Morganzia, I proceeded with convoy to report to you at this point.

Very respectfully, your obedient servant,

E. F. BROOKS,

Acting Ensign, Commanding pro tem.

Lieut. Commander J. P. FOSTER,

Commanding Second Division, Miss. Squadron.

RECONNOISSANCE UP CUMBERLAND RIVER.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Cairo, January 27, 1864.

SIR: I beg leave to enclose herewith a copy of a communication received from Lieutenant Commander Le Roy Fitch, regarding a reconnoissance up the Cumberland river.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant H. A. Glassford.

U. S. S. REINDEER, 8TH DISTRICT, MISSISSIPPI SQUADRON,
Off Nashville, Tennessee, January 3, 1864.

SIR: I have the honor to submit the following report: In obedience to your orders of 22d ultimo, I at once proceeded to Nashville, and on arrival called upon Major General Grant, to learn his wishes.

The objects of the expedition, as stated by the general, were—

1st. To convoy some steamers with army supplies to Carthage.
2d. To ascertain if any coals were upon the river in condition for shipment, and the prospect for getting it to Nashville.

3d. To reconnoitre the river, if possible, as far up as Big South Fork, the head of steamboat navigation. The army gunboat Silver Lake No. 2 was put under my command and accompanied me.

On the 26th ultimo, at daylight, I got the convoy under way, at Nashville, and on the 28th ultimo, at 12.45 p. m., reached Carthage safely, and without interruption from the enemy.

On the 29th ultimo, at daylight, with the Silver Lake No. 2 in company, I proceeded up the river, which, during the night previous, had shown indications of a considerable rise.

Jackson county was represented to me as the seat of operations of several guerilla bands, and it fully merits its reputation, for we had scarcely touched the county line before guerillas were discovered on the look-out for us; from the windings of the river, news of our departure and direction from Carthage could easily be sent in advance of us, and no doubt was, for the whole region seemed roused. During the day we were attacked at the following places: At Ray's ferry by a party of ten or twelve men; at Flynn's creek, or Lick, by a party of fifteen or twenty; at Gainesboro' by a party of forty or fifty; at Ferri's wood-yard by a party of fifteen or twenty; and at Celina (two miles below) by a party of eighty or one hundred.

In every instance positions were selected on the tops of precipitous bluffs or cliffs, inaccessible by attack in front, and requiring a long detour to reach them in the rear with a land force. Their positions availed them nothing, however, against the guns of this vessel, and those of the Silver Lake No. 2; they were completely shelled out of them, whenever they let us see them, after a few volleys.

At the mouth of Obey river I found a small quantity of coal, partly burned by the rebels. The Silver Lake No. 2 being out of fuel, I directed her to take it, and took a position to cover her. Soon after I observed some uneasiness among the people on shore and backed off, and about half a mile down stream discovered the head of what I have since ascertained was a body of guerillas, all mounted. These I dispersed with a few rounds of shrapnell and canister. Their intention was to surprise us, thinking both gunboats were in the Obey river, jammed among the branches of the trees which overhung the banks. I have reason to believe that several were killed by our fire.

From the Obey river to Creelsboro' I saw no rebels in arms; the citizens exhibited considerable gladness at the sight of the gunboats, cheering for the Union, &c. We reached Creelsboro' at 12.30 p. m. on the 31st ultimo, and there the river gave unmistakable signs of a fall, the weather set in cold and frosty, and by morning a fall of four feet had taken place; under these circumstances I thought it unwise to proceed further, though I would like to go as far as Big South Fork, so as fully to satisfy the desire of General Grant in regard to coal. I cannot think, however, that anything was lost, as, from all accounts I can gather, there were no coal barges ready to come down, if the stage of the river allowed, which it did not. There is no doubt whatever that a large quan-

tity can be brought out from this source by proper arrangements on the February rise, which was the one usually selected by coal-men in peaceable times.

On the Obey river, about fifty miles up, near Olympus, is a coal mine partly worked by the rebels in 1861, who mined about 500,000 bushels and left it on the bank. This could be got to Nashville on the same February rise, if barges were built and the work protected by the troops. On my up trip I destroyed several flatboats (used for ferry purposes) in Jackson county, but have reason to think that many more are concealed in the numerous creeks tributary to the Cumberland.

In obedience to the orders of Rear-Admiral Porter, I would have destroyed Gainesboro' which is a rendezvous of these roving bands of robbers, but Governor Johnson purposes to establish a military post there, and will need the buildings. On the 1st I left Creelsboro' and on the 2d reached Carthage, meeting with no interruption whatever, the inhabitants seeming to have deserted the river banks altogether. * * * *

In the several skirmishes reported above, as well as in the other duties of the vessel, it gives me great pleasure to speak in high terms of the courage and efficiency of Mr. Sears, acting ensign and executive officer, and of the other officers of this vessel, all of whom performed their several duties zealously and well.

The army gunboat Silver Lake No. 2 was well handled, and the co-operation of her commanding officer, Lieutenant Roberts, United States army, was hearty and complete.

Acting Ensign Wm. H. Hall, as soon as the rebels opened their fire, sent a request to be permitted to take charge of any division I might designate. I acceded to his desire, and put him in charge of Acting Master's Mate Lewis, absent on duty. I am glad to report favorably of his conduct on this occasion, as he is now under arrest, and this statement may benefit him.

I omitted to mention that one hundred and forty sharpshooters, under Lieutenant Colonel Cropsey, were put on board the transports and the army gunboat.

On my arrival at Carthage from Creelsboro' I found the steamers still loaded. Apprehending that the objects of the expedition had been accomplished as far as possible under the circumstances, and bearing in mind your order to rejoin you as soon as I could, I left all three there, with the Silver Lake No. 2 to guard and convoy them back to Nashville, when discharged. I reached Nashville at 5 p. m. to-day.

Colonel Cropsey will report to General Grant particulars of the information obtained on the reconnoissance, in so far as they refer to the interior of the counties bordering on the river, their military wants, &c.

I have the honor to be, very respectfully, your obedient servant,

H. A. GLASSFORD,

Acting Volunteer Lieutenant, Commanding.

Lieut. Commander LE ROY FITCH,

Com'dg 8th Dist. U. S. Mississippi Squadron, U. S. S. Moose.

Rear-Admiral Porter's views upon iron-clads.

FLAG-SHIP BLACK HAWK, MISSISSIPPI, SQUADRON,

Cairo, February 16, 1864.

SIR: I have the honor to report that I have made a visit to Cincinnati to examine the iron-clads there, and see what prospect there was of getting some of these vessels into immediate service. * * * *

It is much to be regretted that the boats at Cincinnati are not finished, as I am certain they would accomplish all that can be done by monitors. No complaint, however, can be justly made against the contractors for want of activity in the performance of the work on these boats.

When I visited Cincinnati a little over a year ago no preparations were then made to commence these vessels. Now they are in a fair way of being completed, and I think can all be put in the water and ready to operate against an enemy by the first of June.

When the government do get these boats, they may rest assured of receiving as good monitor-built vessels as have yet been contracted for; for though I have not seen many to which I can compare them, I am glad to say that in workmanship, model, and probably in speed, these vessels will be equal, if not superior, to any monitors yet built, at least of those that I have seen. I can only draw comparison between these and the first Ericsson monitor, which I was sent by order of the department to examine. I remember pronouncing that vessel "a perfect success," "and capable of defeating anything that then floated." I was looked upon at that time as something of an enthusiast, as my opinions were widely at variance with those of some scientific gentlemen. The results have justified me in forming a high estimate of the monitor principle, and I was pleased to see that on our western waters we can build them as well, if not better, than in the workshops of the north. No better proof is wanted of the ability of the west to supply all demands of the government for iron-clad vessels than is given in those building at Cincinnati. The work is perfect in every respect, and put together so well that it may be compared to joiner's work. The hulls are as strong as can possibly be desired, the speed will be good, and the only fault in the vessels, if they have any, is the "overhang" aft, which is of no consequence in a smooth sea, but must be injurious when the monitors have to go from port to port.

The nearest to completion of these monitors is one of those in the Greenwood building; she can be launched in a month, and I am of opinion, when finished, could commence at Cairo, and, going down the river, could destroy every vessel we have on these waters, unless they took advantage of their greater speed and run away. The heaviest and best vessel we have, the Benton, would stand a poor chance against the monitor alluded to. If she failed to sink the Benton with shot, she could surely do it with her beak or ram, which is not the least formidable thing about her; this is saying a great deal, for the Benton is a very formidable vessel, and since she has been under my command has been struck 130 times in the hull, without any apparent damage. Three of the monitors at Cincinnati are on the improved Ericsson plan, while the two light-draughts building at the Hamilton Works are to be submerged when going into action. I do not like that as well as the Ericsson model, as there is more machinery about them than is desirable; simplicity of arrangement being the object to be aimed at in vessels-of-war. The plan of these latter-mentioned vessels is a good one, provided their armor and backing is strong enough to stand heavy shot, which I think will be the case if they only encounter the ordinary rifle projectile.

From the information received from the different officers I have sent on duty at various times to the points where these iron vessels are building, the same favorable report is made of their efficiency, and the good work that is being put on them; and in six months we will have a fleet of vessels that will keep this river against the fleets of the world, and be enabled to carry the war into the enemy's quarters, where there is anything like an equality in guns. I think too much has been expected of monitors heretofore, and the fact that two or three of them were not able to overcome obstacles formidable enough to keep out a large fleet of three-deckers has, in a measure, weakened the confidence of the public (who generally know little or nothing about such matters) in them.

But the monitors, for harbor defence, are just as valuable as they were on the

day when the first one drove the leviathan "Merrimack" back to her hole, and saved the honor of the nation. I am sure that monitors would have done much better on this river than the old Pook gunboats did, which were built for temporary purposes only, or until monitors could take their places. Earthworks on elevated positions are difficult to silence, it is true, except by a concentrated fire of many guns, and monitors are not well provided in numbers. No vessels have been more successful than the Mississippi gunboats, whenever they have been called on to attack such works. Still they were very deficient in one respect, as they were very vulnerable, suffered a good deal, and proved that in the end the monitor principle, from its invulnerability, was the only thing that could be safely depended on. For this reason I often wished that I had been provided with *one* good monitor, with which, at certain times, I could have accomplished more than with a fleet of such boats as we have here.

A new boat, the Ozark, has just arrived here. As far as her turret is concerned she is all right, but her hull is too high out of water, and she lacks more than three inches of iron on fifteen inches of oak. I have, moreover, noticed that where there is a backing of wood covered with three-inch iron, and *that* iron with wood again, the resistance of the latter will prevent balls of heavy size from entering the iron. In fact, it is hardly indented. This was particularly demonstrated in the passage of the fleet past Vicksburg, when it was necessary to take every precaution to insure success and prevent injury to the steamers. Heavy logs, twenty inches in diameter, were hung perpendicularly on the sides of the vessel, close together, and so secured that no shot could strike the side without passing through the logs. Bales of hay were also packed over the decks and sterns in sufficient thickness (it was supposed) to prevent the passage of any shot. Suffice it to say, the pressed hay was no protection whatever against shot or shell. They passed through four or five bales, and very much endangered the vessels by setting the hay on fire. Wherever the projectiles of the enemy struck the logs, they did no further damage; they would pass through the logs, strike the iron without leaving more than an indentation, and glance off. Many instances of narrow escapes could be mentioned, where the vessels were saved by the intervention of the wood, and in no instance were the vessels damaged where the logs were properly placed. The incidents of that night—the passing of the Vicksburg batteries—suggested to me the idea of first having a heavy backing of wood, then a layer of iron, and then a covering of wood over the iron, which will, I am convinced, make a vessel perfectly shot-proof. I notice that the idea is not an original one, but has been discovered and recommended by several persons. There are two vessels in this squadron, the Lafayette and Choctaw, which give proof of the value of heavy backing to iron. These vessels were built with heavy frames, covered on the outside with gutta-percha, and then with a light thickness of iron. Whenever these vessels have been struck on the iron where the wood backing was heavy, they resisted the shot of heaviest calibre, but where the backing was light shot went in at one side and out at the other. The defence of gutta-percha was not of the slightest use; on the contrary, it was a detriment, and aided very much in destroying the vessels by rot. It is so much extra weight that the vessels have to carry, without deriving the slightest benefit from it. The money that built the Lafayette and Choctaw would have built three monitors of such a model; that one monitor would have destroyed both of the first. I would here state that these two vessels will only be serviceable for a short time, as they are already showing signs of weakness. They are not very serviceable, have not speed enough, and are too unwieldy for rams, and in some parts are very vulnerable. They have, however, fine machinery, and when they wear out it can be fitted to better hulls. I consider these vessels only as temporary expedients, to give way to the monitor class, when there is a sufficient number built.

Another class of vessels in this squadron deserves mention, as showing the

different expedients resorted to to open and defend the Mississippi river. I allude to the Tuscumbia, Chillicothe, and Indianola. Two of these have been tried under batteries, and the Indianola in battle against vessels, and have shown that the monitor principle only was the right one. Their turrets were in no instance found impenetrable to the heavy rifled shot, and besides they were soon damaged in their wheels, which afforded fine targets for the enemy to fire at. Still, two of these vessels remained under fire as long as any monitors have been known to remain at one time, and if they did not come up to the monitors in invulnerability, they accomplished all that was required at the time, viz., the capture of the enemy's stronghold. The builders never claimed that they should be considered more than *temporary* expedients with which to harass the enemy; and, taken in that sense, they certainly may be considered very good vessels, and have fairly repaid all the money spent on them, taking into consideration the work they have done.

As to approving of any of the above-mentioned styles of gunboat, as part of a permanent system of national defence to be adopted in this country, that I cannot do. Any professional man who will lay aside his prejudices caused by the discomforts incident to the monitors, must admit that, as a harbor defence, they are the best and only vessels to be built; and I hope we shall see every harbor in the United States, where there is a chance of an enemy penetrating, supplied with two or three of these floating batteries. If they have not been able to penetrate the harbor of Charleston, where fifty guns to one was opposed to them, and where they had to contend with obstructions placed in their way impossible to be removed, it in no way detracts from their well-earned reputation for efficiency. They have done at Charleston what no other vessels ever built *could possibly have accomplished*; and though the army, as usual when combined operations are carried on, has monopolized all the honors, it is a very certain fact that the monitors held their own as no other vessels could have done, and under their shelter the army was enabled to perform their work successfully.

I hope, sir, you will excuse the unreasonable length of this communication on the subject of the monitors; but I know their value when properly used, have felt the want of them so much at times, that I would have exchanged several even of the best of my vessels for one of them, properly fitted. I have seen a whole army kept at bay for the want of one of these little "shot-proofs," and have, now and then, been tempted to do foolish things, in hopes of accomplishing what I deemed impracticable. The Cincinnati was sunk when my own judgment told me it was wrong to place her where I was called upon to order her. With a single monitor results would have been very different; and on that day, instead of having a vessel sunk, the right wing of our army would have gained a position commanding the most important works in and about Vicksburg. Vulnerable as this vessel was, it would not have done for the navy to hesitate, when the *army thought there was a prospect of success*.

In conclusion, sir, permit me to express the hope that the west may be converted into a large workshop for the building of future monitors of all sizes. I know of no part of the Union where the work can be done better or quicker.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral*.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

EXPEDITION AND MOVEMENTS UP YAZOO RIVER.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK. MISSISSIPPI SQUADRON,
Cairo, February 17, 1864.

SIR: Enclosed I send you a report of Lieutenant Commander Owen, in relation to an expedition I sent up Yazoo river to co-operate with General Sherman, (who is marching on Meridian,) and to confuse the enemy with regard to movements on foot. It appears the troops did not consider themselves strong enough to land and force the position. The vessels will work their way along cautiously until the water is high enough to send an iron-clad or two.

This move has had the effect of driving the guerrillas away from the Mississippi, as they are fearful it is intended to cut them off; I don't expect much from the expedition beyond diverting their attention.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington D. C.

Report of Lieutenant E. K. Owen.

UNITED STATES STEAMER MARMORA,
Four miles below Yazoo City, February 5, 1864.

SIR: I have the honor to report the arrival of the expedition at this place last evening. To-day has been spent in reconnoitering the enemy's position, and so far have discovered a battery of two small guns situated in a valley seemingly perpendicularly to the river, and also a heavy force of infantry and cavalry behind a hill to the right of the battery, and running parallel to the river. On the 2d we arrived at Sartalia, and at 10 a. m. of the 3d we attacked the enemy at Liverpool, number about 2,700 men, under Ross, with two pieces of artillery. We silenced their guns, the army holding its position on the hills; at night-fall the troops re-embarked, and we dropped down for the night. The casualties were, the Petrel struck four times without any serious damage; the other vessels, Marmora, Exchange and Romeo receiving no damage of any consequence. The Exchange and Romeo were hit several times by sharpshooters. On the morning of the 4th we advanced for another attack but found the enemy had gone, only leaving a small force of about 200 sharpshooters to annoy us and the transports in passing. The wheel-houses of the sunken steamer Ivy are above water directly opposite Liverpool and in the narrowest part of the river; to the right of her, however, there is plenty of water. The river is high and rising. I forgot to mention the land forces lost eight killed and twenty-two wounded in the attack of the 3d. We understand that there are about 8,000 men, under Stark, Ross and Loring, at Yazoo City; our spies and scouts have failed to return. To-morrow will probably develop the strength of the enemy. I am happy to say that Col. Coates, commanding the land forces, and myself get along together very well, nor have any of the crews of the vessels touched any property of any description without sanction of the owners and paying the full value in money; I issued stringent orders in relation to pillag-

ing, &c. The Exchange was struck twice out of four shots to-day in the first reconnoissance; but no one hurt, one shot struck within two feet of the boilers without doing any damage.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN.

Lieutenant Commander, Commanding 5th Dist.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, transmitting additional report of Lieutenant Commander E. K. Owen.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Red River, March 6, 1864.

SIR: I have the honor to enclose herewith copy of report from Lieutenant Commander E. K. Owen, in relation to movements up the Yazoo river.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington D. C.

Additional report of Lieutenant Commander E. K. Owen.

UNITED STATES STEAMER MARMORA,
Off Greenwood, Mississippi, February 15, 1864.

SIR: I have the honor to report the arrival of the expedition at this place on last evening. We met with no opposition excepting a smart skirmish at the edge of the woods a mile back of this place, between the rebel cavalry under Forrest and our own under Colonel Osband. We had two wounded. The enemy has fallen back to Grenada and are fortifying that place. If the way is tolerably clear, and the force not too heavy, our cavalry force (250) and a portion of the infantry (500) will go out in the morning. If we find the enemy too strong we will go down the river, as the Tallahatchie and Yallahusha are entirely too low to ascend. This river is also falling rapidly, with only eight feet in the channel above Honey island. I shall take good care that no boats shall get caught. The Star of the West is still in the channel in the Tallahatchie, with her wheels and upper works out. Fort Pemberton is entirely destroyed, as also all the cotton out of which it was built. We have succeeded so far in gathering about four hundred and fifty bales of cotton, of which eighty are on the gunboats and the rest on the transports. Fifty-three bales are all of the C. S. A. that have been captured, though but very little of any is marked at all. When we leave here it will be to go up the Little Schula as far as the town of that name. Then we go down the river, fill up with coal, and ascend the Sunflower.

There has been no Union sentiment of any moment or value expressed since our advent into these waters. On the Sunflower, however, we have reason to believe it is prominent. This is an insignificant place, containing about forty houses of all kinds, and entirely of frame buildings. The inhabitants have mostly fled, leaving a few poor Irish. It is a rendezvous for dry-goods merchants, who obtain large supplies from Memphis *via* Friar's Point. We have met with no young men as yet, all having been forced into the army. The

last military order of the rebels is to remove or shoot all the negroes between the ages of forty-five and sixteen. Some few negroes have already been shot by the rebel scouts.

I have been up the Tallahatchie as far as where the Star of the West is sunk, which is directly opposite the Fort, (Pemberton.) At the mouth of the Yallabusha the Ed. J. Gay is sunk, the decks being just above water. About one mile below, the Arcadia is sunk, with her upper works out and nearly filling the river at this stage of water. We found great difficulty in turning and coming down, the light upper works suffering to some extent. The rebel steamer Sharpe was burnt a few days ago in the Yallabusha to prevent her falling into our hands. As the river is falling quite rapidly, and with thirteen boats in the fleet, I think I shall drop down below the bars.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant, Commanding 5th District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

ESCAPE OF TWO OF THE CREW OF THE HARRIET LANE.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Cairo, February 19, 1864.

SIR: I have the honor to report that Henry Woodfield, ordinary seaman, and W. J. T. Galway, second-class fireman, two of the crew of the Harriet Lane, arrived here to-day from Shreveport, Louisiana, having escaped and worked their way along amid insurmountable hardships to the river bank, where they were picked up by one of the gunboats. I have the honor to request that their accounts from the last quarter sent in be transmitted to me, that I may pay them some money, as they are entirely destitute.

They bring important information which will serve us.

I enclose the log of these poor fellows which shows, how much men will go through to gain their liberty.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Log of the men who escaped.

DECEMBER 9, 1863.

At 10 o'clock left Camp Groce, Austin county, Texas, with a parole in my pocket, bound to Shreveport, Louisiana; marched sixteen miles to Groce Retreat.

10th. Marched nineteen miles to Anderson city.

11th. Marched twenty-five miles to Gebb's Retreat.

12th. Marched twenty miles to San Jacinto river.

13th. Marched fifteen miles to Huntsville.

14th. Marched sixteen miles to Robbin's ferry, on the Trinity river.

15th. Marched twenty-six miles to Camp Shiloh.

16th. Marched sixteen miles to the Coponation.

17th. Marched twenty-five miles to Haines's ferry, on the Natchez river.

- 18th. Marched thirty miles to Sorevilla.
19th. Marched sixteen miles to Rusk city.
20th. Marched twenty-three miles to Crockett.
21st. Marched eighteen miles through Mount Hopean and camped two miles south of Tyler city.
22d. Marched fifteen miles and camped half a mile of Camp Tyler.
23d. In camp having a good rest, and washed the ragged clothing I had on me.
24th. The best dinner we have had yet since we were captured, flour bread and corned beef.
25th. Marched fifteen miles to Camp's ferry, on the Sabine river.
26th. Marched eighteen miles and camped in Lorissa.
27th. Marched eighteen miles to Jackson city.
28th. Marched thirty-six miles to Marshall city.
29th. Marched nineteen miles and camped at Greenwood, (four hundred and seven miles in twenty-one days.)
30th. Marched twenty-two miles to camp of paroled prisoners, Caday parish, Louisiana, then commanded by Colonel H. Thayot, 27th Louisiana rebel cavalry.

On the 23d of January, 1864, at 4 o'clock a. m., left parole camp determined to try our utmost to get to our lines if possible, and escape rebel bondage, which we had endured for thirteen months, not having a chance to escape before. We then cherished hopes that when we got our paroles we would have been sent to our lines, but from what we were told by the rebel general, E. Kirby Smith, that General Banks could not come to terms on the exchanging, nor would he be allowed to receive us as paroled prisoners by our government, as the cartel was again closed for the next three months.

Our first adventure was in crossing Red river on a raft, which we made out of some timbers which we stole out of a rebel planter's cotton-shed, and part of his old, fence rails which we tied together with grape-vines. In our first attempt to regain our liberty we had a narrow escape of our lives, for as we launched our iron-clad raft on the swift-running tide of Red river, a steamboat hove in sight, about half a mile ahead, coming down the river, and to complete our danger the raft got snagged about forty yards from the opposite bank and we had to paddle across with a couple of old rails, until the blood spouted from our finger nails in a stream, but with the help of God we landed safe, with the exception of losing a haversack with some grub in it.

We marched twelve miles that night and staid on Cane island, quite near to the river, distance five miles from Shreveport.

24th. Marched fifteen miles—passed Shreveport about 4 o'clock in the day, and discovered all their batteries above and below the city, and a large powder mill at work. Stopped at Mr. Cook's and got some corn-bread and meat; found out that he was a strong Union man, and had been hid in the swamps for two months to avoid going into the rebel army, as they were then taking blind, lame and lazy; he gave us all the information he knew. Crossed on Red Shout ferry about 2 o'clock and camped in the woods; built a fire and warmed ourselves, as it was a bitter cold night.

25th. Marched twenty miles, crossed Bayou Touches, and ate some corn-bread and beef at Mrs. Butler's, who had then seven sons in the rebel army. She gave us all the information she could in regard to Minden town, which we were destined to go through that night; but lucky it was for us that we met some negroes on the road, who told us that several of our men had been caught going through Minden that day. They gave us some dried apples, sugar, bread, and a pickled ham, and showed us a road to go through the woods so as to avoid Minden completely. We had not gone very far before we met a soldier, who it appears had come down with corn to have it ground at a corn-mill then

quite near to us. He took notice of us as we passed, at our bare feet, and went back to Minden and reported us. It was not long before they had their bloodhounds on our track; but we were too sharp for them, and got into a swamp, where they lost scent of us.

26th. Marched thirty miles to Baynena; got some information on the road that the cavalry was scouting the woods in all directions for our men. Went into Mr. Bradius, another Union man, who gave us our supper and some valuable information in regard to the road.

27th. Marched fifteen miles to Athens on frozen ground; went into a house to get some grub; while in there two rebel officers came in and cross-questioned me to find out my regiment, company, colonel, and captain's name. I told him that I belonged to the 2d Texas cavalry, company H, Captain Burton; though after telling him all these particulars he still doubted me. Says he to me, You are a Yankee. Says I to him, If you think so, come down and see where our company is camped, about one mile from here. Where are your spurs, says he. I lost them this morning through the woods when I was chasing some Yankee prisoners. Well, says he, I will wait until morning and come and see if it is as you represent it to be. That night we were ten miles from them, and laughed to see how we played a Yankee trick on two smart rebel officers, as they called themselves.

28th. Marched eighteen miles; passed a negro on the road, who told us that a couple of fellows were caught yesterday. It appears from what he said that there was a negro belonging to his master who had betrayed them. The negro went to get them some bread, and he told his master about it; so, while the negro was baking the bread, the master sent for a guard. The negro then went ahead with the bread, and the guard followed. As soon as our boys got the bread they paid the negro ten dollars, (confederate) The guard then pounced on them and took them to Baynena. The master's name is James F. Gibson. The other negroes gave us some bread, meat, and potatoes, and did not charge us a cent. They said they were on the watch to kill the negro who betrayed our boys.

29th. Marched twenty-eight miles, and crossed Bayou Smith; saw several rebels on the look-out for us, but we passed them all safe.

30th. Marched fifteen miles, and came in sight of a camp this side of Trenton. Passed pretty near to them, and discovered they had a battery with them then going to Munroe. Nothing to eat that day but hard corn, and water to drink. Still marching barefoot on frozen ground. Discovered that our feet were all cut up that night, and all our tracks were full of blood. A hard road to travel; but freedom was our motto.

31st. Marched twenty-two miles through swamps and briers, and crossed Bayou Dorbin. Got talking to one of the paroled Vicksburg prisoners, who took us across the Washlou river, and would have come with us if he could have got some bread; but it was nowhere to be found for love or money. Wet clothes and barefooted; still eating hard corn; afraid to light a fire for fear of being caught.

February 1st. Marched thirty-six miles. Still on frozen ground as hard as the gate of hell. No houses in sight; faint, yet pressing. Lit a fire, parched some corn in the ashes, and ate what we thought was the best meal we had eaten for a long time. Slept two hours.

2d. Marched thirty-eight miles, and crossed the Big Bonada bayou; passed Quantrell's guerilla band camped in the swamps, but they did not see us; came up to a house, where we heard the welcome news that two of our boys had eaten their breakfast a couple of days before, and had gone on. We crossed Bath river that day on a raft made of old logs. Got some bread to eat that day. Went into a deserted house, whose owner had gone to Texas; killed a couple

of pigs, skinned them, went into the woods, then built a large fire, and roasted the wild boar meat. Had meat and corn then for three days.

3d. Marched thirty miles, barefooted as usual; crossed Bayou Mason; met a Mr. Hill, who was then moving to Arkansas; had a long talk with him; gave us three bottles of whiskey, which cheered our spirits up considerably, and made us march ten miles further.

4th. Marched thirty-three miles on the whiskey bottle; nothing in sight but cattle and cypress swamps. Had a good rest that day in a cotton-shed; observed negro tracks leading to the cotton-shed, followed in the tracks, and jumped on the steps. Lucky for us we did that, as half an hour after a rebel came on, riding h—lls bent to election, with a pack of hounds; but lost our track, and followed up the negro track to a blacksmith-shop, and came to bay, when the rebel, finding who it was, rode off, and left us in the cotton-shed nicely rolled up in the cotton.

5th. Marched forty miles through briers and thorns; pretty dry ground, but still frozen; up hills and down dales. Had a good feed of huckleberries.

6th. Marched twenty-five miles. All our corn out, and no sight to get any more. Still on the march; but with a light heart and an empty stomach. Nothing yet in sight to satisfy the craving appetites of hunger.

7th. Marched ten miles up to our knees in mud, and soon a house hove in sight to our longing eyes; went in and had a talk with the old woman and daughter, and found out in our conversation that she was Union to the backbone; then came out boldly and told her who we were, and that we wanted something, as we had not broken our fast for the last seventy-two hours. The old woman immediately dropped her knitting, and started a fire to bake us some corn-bread and boil some meat. She stood up in wonder and amazement to see that as fast as she filled the table we cleared it; but it did her heart good to see that she had plenty for us, and that we had good appetites to demolish it, such as it was.

8th. Marched forty-five miles, and crossed Little Bonada bayou. As it was pretty late, we could not get to Lake Providence that morning, so we came to the determination to stop at the first house or barn we came to that day. We had not got many miles before we espied a house; went up to the place and boldly told him who we were, and asked permission to stop in one of his barns and have a rest; but he did not let us do so, but made us come into his house, and kindly gave us breakfast and supper. We had a good rest on his feather-beds that day, and found out that he lived at Lake Providence city before our forces took that place; but that he was treated most scandalously by the negro troops, as they burned down his carriage-shop, blacksmith-shop, and dwelling-house, worth to him \$15,000; but still he was a bitter secessionist.

9th. Marched fifteen miles; got on a skiff at Lake Providence, and rowed down to the city, still thinking that when we got there we would be once more with our own men, but, to our sad disappointment, we found that our forces had evacuated the place.

10th. Marched eight miles, we not being able to get our lodgings in the city, as there was but one man living there, (by the name of Kemp,) whose house was then full of ladies, and a gentleman who had come to Providence to take up his brother's remains to take to Memphis. (459 miles in 20 days.)

11th. Marched six miles, intending to go to Goodrich's landing; but having met a negro on the road, who told us that Quantrell's men were there, on the way to attack the negro soldiers on duty at the fort, we then thought it best to go to work, if we could find the stuff, and build a raft, as we did not like to trust the roads any more. We then spied an old blacksmith-shop on the other side of the levee, where we got some pine posts, some spikes, an old axe, and a couple of hammers. The trouble now was to carry the logs down and to find a proper place to build the raft. It was just as much as we could both do to

carry the logs. We then commenced to build, every moment being then precious to us, as it was getting late. We spiked the boards to the logs pretty strong, put a chain on her, then shoved off, with three hearty cheers for Abe Lincoln. I quite forgot to say that in the morning, as we were walking along the bank, the Glasgow hove in sight going down the river. We tied an old handkerchief on a stick and waved to her, but she would not come near, as the captain was fired on in that same place by guerillas. We then sailed down the river on our iron-clad ram at the rate of seven miles an hour. We had not sailed far before a steamer hove in sight, coming up the river, which picked us up, but not before she was compelled so to do by the captain in command. We then got aboard in a skiff, and were received very kindly by the men on board of the Robert Emmet. One gave me a pair of socks, the other a pair of shoes, another a blanket; one gave me two dollars, and then we had a bully supper of cheese, sausage, soft-tack, Rio coffee, butter, and so on. But it appears that a captain on board, whose name I have not learned yet, doubted our statement, and suspected us of being rebel spies. What a bright youth to think that we would come aboard of a river-boat to act as spies! I would like to know what information could be got on such a craft as this. But he will suffer yet for this rough act to us, and will wish he had never done so, for as soon as we get to Porter, commander of the Upper Mississippi fleet, he will hear from us, and, if Admiral Porter is alive, I pity that captain's fate, as Porter knows our rank, and who we are, and what we are.

REBEL ATTACK ON GUARD STATION AT WATERLOO.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Vicksburg, February 26, 1864.

SIR: I enclosed a communication from Lieutenant Commander Greer in relation to an attack of rebels under General Harrison, on a guard station at Waterloo, and the dispersion of the enemy, and their four pieces of artillery by the tin-clad Forest Rose, after three desperate attempts to capture our negro troops, in which they would have been successful but for the Forest Rose.

These are efficient little vessels, and have never yet been driven from a battery, (though at times much cut up,) and have never yet failed to make the rebel field batteries beat a retreat. The commander, Acting Volunteer Lieutenant A. V. Johnston, deserves much credit for the service he performed.

I am sir, very respectfully, your obedient servant,

D. D. PORTER, *Rear Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James A. Greer.

UNITED STATES STEAMER RATTLER,
Off Hurricane Island, February 15, 1864.

SIR: I have the honor to inform you that, since my letter of the 8th instant, the rebels have made no demonstrations in the vicinity of Natchez. The vessels at that point I left in charge of Acting Master E. C. Brannon, of the Benton, as I am engaged on court-martial duty. The Forest Rose has been stationed at

Cole's creek and Waterproof. As some of the marine brigade boats have been lying at and near Rodney, I have used this vessel for court-martial purposes, sending the tug Hyacinth, with an armed party from the Pittsburg to patrol as far as St. Joseph.

I have informed you in a previous letter that a detachment of about 200 negro troops have been stationed at Waterproof, making it a depot for negroes, cattle, &c.; this has aroused the indignation of the rebels, and on Saturday, the 14th instant, a force of about 800 cavalry of Harrison's command made an attack upon the post, driving in the pickets and pressing the troops very hard; fortunately for them the Forest Rose was present.

Captain Johnston immediately opened on them a rapid fire, which drove them back. He got his vessel under way and shelled the enemy whenever his guns would bear; finally they retreated to the woods. This affair lasted from 3 till 5.30 p. m.

At 8 p. m. the enemy attempted to make a dash into the town, but Captain Johnston, who was well posted as regards the approaches, drove them back with a few shell. Eight dead rebels and five prisoners were left in our hands. The loss of the Union troops was five killed and two wounded.

Captain Johnston says that "some of the negroes fought well, but, for want of proper discipline the majority did not."

I arrived with this vessel, but after the first fighting was over; I then proceeded to Natchez, and reported the facts of the case to the commander of the post, and asked him to send up re-enforcements. Next morning he despatched 200 men and some howitzer ammunition to Waterproof.

I got under way with this vessel on the afternoon of the 15th; upon arriving at Waterproof, learned that in the morning at 7.30 the enemy, who had been reenforced in the night, and whose forces consisted now of two regiments of infantry, one of cavalry, and four pieces of artillery, all under command of Brigadier General Harrison, had again attacked the post. The Forest Rose, whose commander ever seems to be on the alert, was ready for them. They attempted to plant their battery upon a plank road, but a few well-directed shells from the Parrott guns sent them in confusion out of range. The attempts of the remainder of the rebel force to advance were frustrated by the active movements of the Forest Rose.

Captain Johnston says Captain Anderson asked repeatedly for me to take his troops on board, and, sir, throws them across the river, while in every request I declined, and could only say to him to fight; his forces having all fallen back into his fortifications. After I got the enemy on the retreat, he felt more easy and discontinued his requests to cross the river. I do not think Anderson was intimidated, but by the bad discipline of his men, and the incapacity of his officers, they became panic stricken. The rebels fell back at 1 p. m., shortly after the reenforcements arrived from Natchez. The ram Switzerland arrived about the close of the fight and joined in. The rebel loss, as far as known, is seven killed; quite a number wounded were taken off, and several prisoners, among them a lieutenant who was an aid to Harrison. Our forces lost three killed and twelve wounded. I gave the Forest Rose some ammunition, and sent an order to Natchez for the B. to bring her up some coal, and then come up to this point, feeling sure the Forest Rose and Switzerland could take care of a much larger force of the enemy than had yet shown themselves. Upon my arrival here I sent the Ouachita to Waterproof with orders to Captain Wilson to remain there as long as his services were needed; then go to Natchez, coal, and return to this point.

I have written you a long account of this, but I desire that Captain Johnston shall have his good conduct brought to your notice. In the two days' fight the Forest Rose expended 270 shell.

February 16. I have received a despatch from Captain Johnston, dated the

15th instant, 10 p. m., stating that at 4 a. m. of that day the rebels made another and their final attack upon Waterproof in a storm of wind. The Forest Rose sent a few well-directed shell, which caused them to retire. They then commenced retreating towards Harrisonburg, burning the bridges behind them. The Switzerland dragged and fouled her anchor and did not participate. General Eliet, with two boats, arrived in the forenoon, and sent some cavalry to reconnoitre. After remaining a few hours he departed with his boats. A regiment of troops from Vicksburg passed down last evening.

The rebels cannot stand the fire of gunboats, and in the last ten days have received some severe lessens from the vessels of this district.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

EXPEDITION BY LIEUTENANT COMMANDER T. O. SELFRIDGE.—CAPTURE OF COTTON, &c.

Report of Rear-Admiral D. D. Porter,

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON.

At sea, February 26, 1864.

SIR: I enclose you a copy of a communication from Lieutenant Commander Thomas O. Selfridge, of the Conestoga, giving an account of the clever manner in which he landed 45 men, capturing a quantity of rebel cotton, capturing Colonel C. H. Tyler and Major J. F. O'Brien, Lieutenant Plantagu, and three privates, twenty mules, six wagons, two horses, four rifles, all of which he got safely back with, though much annoyed by the Texan cavalry.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander T. O. Selfridge.

UNITED STATES SHIP CONESTOGA,

Mississippi River, February 19, 1864.

SIR: Learning that there was a considerable amount of cotton belonging to the rebel government, under a small guard of soldiers, not far from where Old river intersects the main levee, I landed myself on the morning of the 13th with 45 seamen and some contrabands. After a march of about six miles I found the cotton, and would have captured the guard but for the accidental discharge of a musket.

On the way back was a good deal annoyed, and had a sharp skirmish with a body of Texan cavalry. The result of the expedition was the capture of thirty-two bales of rebel cotton, twenty mules, two horses, six wagons, four Enfield rifles, two shot-guns. Captured as prisoners: Colonel C. H. Tyler and Major J. F. O'Brien, of the confederate provisional army, on their way to join Magruder.

Both of the above officers were of the regular army before the war.

Lieutenant Plantagu, of the Louisiana artillery, and three privates.

Sent the mules, wagons, &c., to Natchez. Provisions were turned over to the military authorities at Port Hudson.

My officers and men behaved with great credit.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant Commander.

Lieut. Commander JAS. P. FOSTER,
Commanding Second Division.

P. S.—The day before the above, destroyed twenty-four hogsheads sugar about to cross the river, it being too bulky to take it on board.

SERVICES OF THE FOREST ROSE AT WATERPROOF, LOUISIANA.

FLAG-SHIP BLACK HATK, MISSISSIPPI SQUADRON,
Red River, March 5, 1864.

SIR: I have the honor to enclose herewith copy of a letter received from Capt J. M. Anderson, commanding post at Water Proof, Louisiana, in which he speaks of the good service performed by the Forest Rose, Acting Volunteer Lieutenant J. V. Johnston, at that place.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of acknowledgment from Captain Anderson.

HEADQUARTERS POST WATERPROOF, LA.,
February 19, 1864.

SIR: Permit me to return you many thanks for the gallant manner in which you defended my little force against the rebels force of Colonel Mores, Colonel McNeal, and Major Johnson, in their several attacks of Saturday, February 14, Sunday, the 15th, and Monday, the 16th of February, 1864.

I hope you will not consider it flattering when I say I never before saw more accurate artillery firing than you did on these engagements, invariably putting your shells to the right place ordered. My officers and men now feel perfectly secure against a large force, so long as we have the assistance of Captain Johnston and his most excellent drilled crew on board the No. 9.

I am, captain, your humble servant,

J. M. ANDERSON,
Captain, Commanding Post.
H. C. LUNT,
Lieutenant and Adjutant.

Captain JOHNSTON,
Commanding Gunboat No. 9.

EXPEDITION UP THE BLACK AND WASHITA RIVERS.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Red River, March 6, 1864.

SIR: I have the honor to report that I sent an expedition up the Black and Washita rivers on the 1st instant, under command of Lieutenant Commander F. M. Ramsay. The following vessels composed the expedition: Ouachita, Lieutenant Commander Byron Wilson; Fort Hindman, Acting Volunteer Lieutenant John Pierce; Osage, Acting Master Thomas Wright; Lexington, Lieutenant George M. Bache; Conestoga, Lieutenant Commander Thomas O. Selfridge; Cricket, Acting Master H. H. Gorringer.

The expedition was perfectly successful. The rebels, about two thousand strong, under General Polignac, were driven from point to point, some extensive works captured, and three heavy 32-pounders brought away. The works were destroyed. The enemy suffered severely from our guns, and the vessels brought away all the cotton they could find. They also destroyed a pontoon bridge, cutting the rebels off from their main body, at or near Alexandria, but having no force to put on shore they had time to escape.

The water falling very rapidly forced the expedition to give up the intended trip further into the interior. Some houses were necessarily destroyed, but as the community is all rebel it is not to be regretted.

I regret to say that we lost two killed and fourteen wounded, and the Fort Hindman was badly cut up with shot and shell, being struck 27 times, but nothing to impair her efficiency.

I enclose Lieutenant Commander Ramsay's report. I am well pleased with the result of the expedition.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander F. A. Ramsay.

UNITED STATES STEAMSHIP CHOCTAW,
March 5, 1864.

SIR: In obedience to your order, I left here on the Fort Hindman at 1.30 p. m. on the 29th ultimo, taking the Osage, Cricket, Ouachita, Lexington, and Conestoga with me, and proceeding up Red river, anchored at dark about fifteen miles from the mouth of Black river. At daylight, on the 1st instant, I got under way and proceeded up Black river. At 4 p. m., when about fifteen miles below Trinity, we were fired into by sharpshooters concealed behind the levee. All the vessels immediately opened on them with shrapnell, grape and canister, and drove them away. When we reached Trinity, white flags were shown on the lower side of the town, but as soon as we rounded the point we were opened on by a battery of two 12-pounder rifle guns. We immediately opened fire, and in a few moments drove the rebels, who were under the command of General Polignac, from the town. I then proceeded two miles above the town and anchored for the night. At daylight on the 2d I got under way, and proceeded up the Ouachita, with the Osage leading and the Hindman next. We had not proceeded more than five miles when the Osage became disabled by the main wheel of the turret breaking in three pieces, which rendered it im-

possible to revolve the turret. Fortunately the guns were pointed directly ahead at the time of the accident. When we arrived within two miles of Harrisonburg, we were attacked by a brigade (General Polignac's) of sharpshooters lying behind the levee, and a battery of 12-pounder rifle guns. The fire of the battery was directed entirely at the Fort Hindman. She was struck twenty-seven times by shot and shell, one shot disabling the starboard engine. I immediately dropped her down below the other vessels, and then went on board the Ouachita. The Ouachita was struck three times, but no damage done. The firing of the vessels was excellent, and soon drove the battery away. The banks were so high that it was impossible for the vessels abreast of the sharpshooters to do them any damage; but the lower vessels enfiladed the banks, and I afterwards learned killed and wounded a great many. A deserter reported that the colonel of his regiment was killed. Leaving the Hindman in a safe place, I proceeded up the river with the other vessels to Bayou Louis, which enters Sicily island. The water was so shoal that the lightest boat I had could not enter. I then proceeded to Catahoula shoals, where I found plenty of water to enable me to proceed to Monroe, but the water was falling so fast I deemed it best to return. On our arrival at Harrisonburg, I landed with the Ouachita and set fire to some of the largest houses in the town. While the houses were being fired, a body of cavalry and infantry were observed coming down a ravine. I called the men on board and opened fire from the vessels, causing the troops to scatter in every direction. The works at Harrisonburg are very formidable. There are four forts on high hills commanding the river for two miles below the town and more than a mile above. Rifle-pits run all around and connect the forts. At dark I anchored two miles above Trinity. At daylight on the 3d I got under way and proceeded to Trinity. At this place two excellent earth-works are thrown up, one of which commands the river for more than two miles. It was my intention to burn the town, but finding so many women and children in it I spared it.

We found there three 32-pounder guns and carriages. The guns I brought away, and burnt the carriages and platforms. Hearing that the rebels had a pontoon bridge a mile from the mouth of Little river, I sent the Cricket up and burned it. I remained at Trinity until the morning of the 4th, when we proceeded down Black river, and picking up all the cotton near the bank anchored at dark about 12 miles from the mouth. At daylight on the 5th we got under way and arrived at this place at meridian.

I am much indebted to the officers of the different vessels for the manner in which they performed their duty. I regret to report that eight men were wounded on the Fort Hindman, one mortally, (since dead,) and two severely. One man was wounded severely on the Osage; Acting Ensign Ezra Beaman of the Choctaw, who I took with me as signal officer, was wounded in the right foot while on board of the Ouachita. I would respectfully bring to your notice James K. L. Duncan, ordinary seaman; Hugh Melloy, ordinary seaman; and William P. Johnson, landsman, of the Fort Hindman, for their gallant conduct during the engagement with the battery near Harrisonburg. A shell burst at the muzzle of one of the guns, setting fire to the tie of the cartridge which had just been put in the gun. Duncan immediately seized the burning cartridge, took it out of the gun, and threw it overboard. A shell pierced the bow casemate on the right of No. 1 gun, mortally wounding the 1st sponger, who had the sponge in his hand, which he dropped out of the port on the forecastle. Melloy immediately jumped out of the port on the forecastle, picked up the sponge, sponged and loaded the gun, standing outside, under a heavy fire of musketry. Johnson, although badly wounded in the hand, took the place of a wounded man, sponged and loaded the gun during the entire action.

The following is the list of casualties in the different vessels: Hindman

one man mortally wounded, since dead; eight wounded, two severely; hit twenty-seven times. Osage, one wounded. Ouachita, one killed, two wounded, struck three times. Choctaw, one wounded.

I am, very respectfully, your obedient servant,

F. M. RAMSAY,

Com'dg Expedition to Black and Washita Rivers.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

CAPTURED REBEL CORRESPONDENCE.—REBEL TORPEDOES, &c.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Alexandria, Louisiana, March 20, 1864.

SIR: I have the honor to enclose you some rebel correspondence which was captured by the gunboat Signal a day or two since, while the rebel mail-carrier was crossing the river. It gives a complete history of the rebel torpedoes, the machine that blew up the Housatonic, and the manner in which it was done. They have just appointed a torpedo corps (I send one of the commissions) for the purpose of blowing up property of all kinds. Among other devilish inventions is a torpedo resembling a lump of coal, to be placed in coal piles, and among the coal put on board vessels. The names of the parties are all mentioned in the correspondence, and I send a photograph of one of them, which, if multiplied and put in the hands of detectives, may be of service. I have given orders to commanders of vessels not to be very particular about the treatment of any of these desperadoes if caught, only summary punishment will be effective. I trust that we will be prepared to avoid any of their machines.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the rebel secretary of the navy to Colonel E. C. Cabell.

CONFEDERATE STATES OF AMERICA, NAVY DEPARTMENT,

Richmond, September 10, 1863.

SIR: Your letter of the 18th July, from Jacksonport, Arkansas, reached me a few days ago.

You inform me that a certain party "desires to obtain proper authority from the confederate government to undertake the destruction of gunboats, transports, &c., for such per centum of the value of the boats destroyed as may be offered," &c.

There is no legislation, of which I am aware, that satisfies precisely the conditions required.

The act of May 6, 1861, recognizing the existence of war with the United States, and providing for privateering, is not construed to permit privateering on inland waters.

A reference to the law for the establishment of a volunteer navy, a copy of which I enclose herewith, will show you that it cannot be made to embrace the parties to which you refer.

To facilitate organizations of parties to operate as you propose, in boats or

otherwise, against the enemy on our western rivers, they could be received into the navy, if they shipped regularly in accordance with existing laws, and then assigned to duty under an acting master upon those rivers. In this case, however, they would form a part of the regular navy establishment, drawing its pay and subsistence.

I infer from your letter that such is not the object of the parties in question, but that they desire to organize in small parties to operate as independent river guerilla parties, under their own leaders, and to look to prize money or reward from the country for destroying enemy's property, to defray expenses, &c., using an appointment from the government, to secure to them the rights of prisoners of war if captured.

Judging, from what you say, that you have not the acts of Congress at hand, I enclose copies of two acts, one of which possibly serves the desired purpose.

The president has authority to make such an arrangement as you refer to, and I would suggest that parties wishing to engage in the enterprise present to him their names, purposes, and terms, either directly or through your obedient servant

Very respectfully,

S. B. MALLORY,
Secretary of the Navy.

Colonel E. C. CABELL,
*Confederate States Army, Headquarters Price's Army,
Jacksonport, Arkansas.*

An act of the rebel congress to provide for special service, &c.

[No. 229.]

AN ACT to provide for local defence and special service.

SECTION 1. The Congress of the Confederate States do enact: That the President be, and he is hereby, authorized to accept the services of volunteers of such kind and in such proportion as he may deem expedient, to serve for such time as he may prescribe, for the defence of exposed places and localities, or such special service as he may deem expedient.

SECTION 2. And such forces shall be mustered into the service of the Confederate States, for the local defence or special service aforesaid, the muster-roll setting forth distinctly the services to be performed; and the said volunteers shall not be considered in actual service until thereunto ordered by the President; and they shall be entitled to pay or subsistence only for such time as they may be on duty, under the orders of the President, or by his direction.

Section 3. Such volunteer forces, when so accepted or ordered into service, shall be organized in accordance and subject to all the provisions of the act entitled "An act to provide for the public defence," approved March 6, 1861, and may be attached to such divisions, brigades, regiments or battalions as the President may direct, and when not organized into battalions and regiments before being mustered into service, the President shall appoint the field officers of the battalions and regiments when organized as such by him.

*An act of the rebel Congress for the formation of a secret service corps.—
Chapter LXIII.*

AN ACT to authorize the formation of volunteer companies for local defence.

The Congress of the Confederate States of America do enact: That, for the purpose of local defence in any portion of the Confederate States, any number of persons, not less than twenty, who are over the age of forty-five years, or otherwise not liable to military duty, may associate themselves as a military company, elect their own officers, and establish rules and regulations for their own government, and shall be considered as belonging to the provisional army of the Confederate States, serving without pay or allowances, and entitled when captured by the enemy to all the privileges of prisoners of war:

Provided, That such company shall, as soon as practicable, transmit their muster-roll or list of the names of the officers and privates thereof, to the governor of the State, the commanding general of the department, or any brigadier general in the State or confederate service, to be forwarded to the Secretary of War; but the President or commander of the district may, at any time, disband such companies: *Provided* that in the States and districts in which the act entitled "An act to further provide for the public defence," approved April 16, 1862, and the acts amendatory thereof, have been suspended persons of any age, resident within such States or districts, may volunteer and form part of such companies, so long as such suspension may continue: *Provided*, that no person shall become a member of said company until he shall have first taken the oath of allegiance to the Confederate States of America in writing, a copy of which shall be filed with the muster-roll of said company, as above prescribed.

Approved October 13, 1862.

Rebel general orders authorizing enlistment of secret service corps.

[Extract.]

HEADQUARTERS DISTRICT OF ARKANSAS,
Little Rock, August 18, 1863.

Special Orders, }
No. 135. }

* * * * *

VI. Thomas E. Courtenay, esq., is, by direction of the lieutenant general commanding the department of trans-Mississippi, authorized to enlist a secret service corps not exceeding twenty (20) men, to be employed by him, subject to the orders of the district commander.

* * * * *

By command of Major General Price.

THOMAS L. SNEAD,
Assistant Adjutant General.

THOMAS E. COURTENAY, Esq.

_____, 1864.

In accordance with the above, I hereby appoint _____, a member of the secret service corps, to report to me at _____, on or before the _____ day of _____, 1864.

THOMAS E. COURTENAY,
Captain Secret Service Corps.

R. W. Dunn appointed for special service.

CONFEDERATE STATES OF AMERICA,
War Dep't, Engineer Bureau, Richmond, Va., Sept. 15, 1863.

R. W. Dunn, having been selected for special service, is authorized by the Secretary of War to proceed to the headquarters of Lieutenant General E. Kirby Smith, commanding trans-Mississippi department, to be attached to one of the companies of engineer troops now being organized in that department, under the act of Congress, "to provide and organize engineer troops to serve during the war," approved March 20, 1863.

A. L. RIVES,
Lieutenant Colonel and Acting Chief of Bureau.

Approved :

JAMES A. SEDDON,
Secretary of War.

Additional list of men belonging to the secret service corps.

CONFEDERATE STATES OF AMERICA,
War Department, Engineer Bureau, September 15, 1863.

GENERAL: I have the honor to send, in addition to the names specified in my letter of the 20th ultimo, the following list of men who, by wish of the Hon. Secretary of War, are to be employed in your department on the special service of destroying the enemy's property by torpedoes and similar inventions, viz: (names.)

These men should each be enlisted in and form part of an engineer company, but will nevertheless be employed, so far as possible, on the service specified above. When the public interest, in your judgment, requires it, details of additional men may be made, either from the engineer troops or from the line, to aid them in their particular duties, and they may be furnished by the military authorities with the necessary ammunition. Their compensation to be fifty per cent. of the property destroyed by their new inventions, and all the arms and munitions captured by them, by the use of torpedoes or by similar devices. Beyond this they will be entitled to such other rewards as Congress may hereafter provide.

Very respectfully, your obedient servant,

A. L. RIVES,
Lieutenant Colonel and Acting Chief of Bureau.

Approved :

JAMES A. SEDDON,
Secretary of War.

Names of persons in secret service to introduce R. W. Dunn, E. C. Singer, and J. D. Braman to my friends.

B. C. Adams, Grenada; Captain Samuel Applegate, Winona; Colonel H. H. Miller, commanding regiment west of Grenada and Carrollton; W. P. Mellen, Natchez; Major John B. Peyton, Raymond; Judge D. H. Bosser, Woodville; F. A. Boyle, Woodville; Henry Skipwith, Clinton, Louisiana; Conrad McRae, Fordocke, Louisiana; W. Barton, Atchafalaya river, Louisiana; J. J. Morgan, Atchafalaya river, Louisiana; T. G. Calvit, Atchafalaya river, Louisiana; James

E. Lindsey, Atchafalaya river, Louisiana; William N. Lindsey, Atchafalaya river, Louisiana; William H. Neilson, Atchafalaya river, Louisiana; Samuel Faulkner, Atchafalaya river, Louisiana; Colonel James M. Porter, St. Landry, Louisiana; Colonel William B. Davis, St. Landry, Louisiana; Colonel William Offat, St. Landry, Louisiana; Captain James Capps, St. Landry, Louisiana; S. A. Scribner, St. Landry, Louisiana; Elbert Goull, St. Landry, Louisiana; T. C. Anderson, St. Landry, Louisiana; Simon Richard, St. Landry, Louisiana; Henderson Taylor, Marksville, Louisiana; S. L. Taylor, Marksville, Louisiana; H. Robertson, Alexandria, Louisiana; S. W. Henarie, Alexandria, Louisiana; Governor T. O. Moore, Alexandria, Louisiana; Colonel C. Manning, Alexandria, Louisiana; General M. Wells, Rapides and Aveyellos parish, Louisiana; General P. F. Kearny, Rapides and Aveyellos parish, Louisiana; Hugh M. Kearny, esq., Rapides and Aveyellos parish, Louisiana; B. F. Murdock, Rapides and Aveyellos parish, Louisiana; B. C. Crow, esq., Lafayette Parish, Louisiana; Hon. John Moore, St. Martin's parish; William Robertson, St. Martin's parish; Judge Baker, St. Mary's parish; T. J. Foster, St. Mary's parish; Judge Palfrey, St. Mary's parish; Daniel Dennett, editor Planter's Banner, St. Mary's parish; Mr. Sickles, editor Planter's Banner, kindred spirits, St. Mary's parish; Phanor Prudhomme, esq., St. Mary's parish; John Blair Smith, Natchitoches parish, Louisiana; Colonel H. J. G. Battle, Caddo, Louisiana; Reuben White, Caddo, Louisiana.

We must help one another, and those who can be efficient in our cause must receive all necessary hospitality, aid, and information. I introduce none but the worthy.

R. J. PAGE.

Report of a commission on Singer's torpedo.

ENGINEER HEADQUARTERS,
Department Northern Virginia, July 14, 1863.

COLONEL: In accordance with your order of the 13th, appointing the undersigned a commission to examine and report upon the merits of Mr. E. C. Singer's torpedo, we beg to state that we have carefully examined the same, and submit the following report:

First. "As to the plan for exploding the charge." In this plan or lock, in our opinion, consists the great merit of the invention. The lock is simple, strong, and not liable at any time to be out of order; and as the caps which ignite the charge are placed within the powder magazine, they are not likely to be affected by moisture; while the percussion is upon the exterior of the magazine, actual contact with the rod which acts as a trigger is necessary, but by mechanical contrivances the contact may be obtained in various ways.

Second. "The certainty of action" depends, of course, upon contact, but by the peculiar and excellent arrangement of the lock and plan of percussion mentioned above, the certainty of explosion is almost absolute. One great advantage this torpedo possesses over many others is, that its explosion does not depend upon the action or judgment of an individual; that it is safe from premature ignition, and at the same time is cheap and portable, while its position in river or harbor cannot readily be ascertained by an enemy's vessels.

Third. "The efficiency of its explosion, if made in deep channels," cannot well be ascertained without experiment, but would be the same as submarines fired by any other contrivance. We are of the opinion, however, from the best information accessible, that if the powder, say 100 pounds in quantity, is within the

distance of fifteen feet from the keel of the vessel when exploded, its efficient action is not materially affected by the depth of channel. Of course the quantity of power required would have to be determined by experiment. Rifle powder, from its more rapid combustion, would be preferable in deep water to cannon powder, while some of the detonating compounds would doubtless effect certain destruction to vessels passing over torpedoes at even much greater depth.

The peculiar arrangements for firing the batteries would have to be determined by the circumstances of position and draught of vessels and motion of currents, depth, and width of channels, and would require the exercise of great judgment on the part of those intrusted with the duty of placing them.

We are so well satisfied with the merits of Mr. Singer's torpedo that we recommend the engineer department to give it a thorough test, and, if practicable, to have some of them placed at an early day in some of the river approaches of Richmond.

General remarks.—The mode of loading this torpedo dispenses with any connexion through the case of the magazine, involving no packing of any kind.

The risk of the lock fouling by sand or mud, if on the bottom of a stream, we think can be prevented by enclosing it in a metal case, which would be nearly water-tight. In narrow streams these could be placed in *quinçunx*, so that a vessel attempting to pass would be sure to come in contact with some one.

The inventor also claims to be able to go to a vessel with one or two and get them in contact so as to explode. This can be done, but so much depends on the nerve and daring of individuals that there is no certainty of it. Judging from the success of blasting rocks by powder, superposed upon the rock with a deep column of water over it, we are of the opinion that the depth of water below a torpedo would not interfere with its success. Lieutenant Bolton, who saw and blasted a great deal in East river, near New York, says 100 pounds of powder, 15 feet from the bottom of a vessel, would break her sides or bottom. We would add that a proposed adaptation of these locks to the explosion of shell or batteries under railroad tracks, for defences of approach to fortified works, and for blowing up bridges, seems to us very simple and effective, also an ingenious plan for affixing torpedoes to spar or bow of an iron-clad.

We consider the employment of submarines as a legitimate mode of defence, and, as officers connected with the defence of Richmond, feel it our duty to recommend torpedoes as a powerful accessory to our limited means. The moral effect of an explosion upon an enemy would be incalculable, and would doubtless deter them from attempting to bring troops, by transports, to points accessible to the city, as White House or Brandon.

Respectfully submitted.

W. H. STEVENS,
Colonel Engineers.
JOHN A. WILLIAMS,
Major Engineers.
W. G. TURPIN,
Captain Engineers

Colonel J. T. GILMER,
Chief Engineer.

Official copy.

A. L. RIVES,
Lieutenant Colonel and Acting Chief of Bureau.

*Letter of T. E. Courtenay to Colonel H. Clark.*RICHMOND, VIRGINIA, *January 19, 1864.*

MY DEAR COLONEL: I hope you have received all my letters. I wrote two to Mobile, one to Columbus, and two to Brandon; I now send this by a party who is going to Shreveport, and promised to learn your whereabouts, so as to forward it to you.

I have met with much delay and annoyance since you left. The castings have all been completed some time, and the *coal* is so perfect that the most critical eye could not detect it. The President thinks them perfect, but Mr. Seddon will do nothing without congressional action, so I have been engaged for the past two weeks in getting up a bill that will cover my case. At last it has met his approval, and will to-day go to the senate, hence to the house in secret session. It provides that the secretary of war shall have the power to organize a "secret service corps," commission, enlist, and detail parties who shall retain former rank and pay, also give such compensation as he may deem fit, not exceeding 50 per cent. for property partially and totally destroyed; also to advance, when necessary, out of the secret service fund, money to parties engaging to injure the enemy.

As soon as this bill becomes a law I have no doubt but I shall get a suitable commission, and means to progress with, and that all the appointments you or I have made will be confirmed. * * * * *

Your friend,

T. E. COURTENAY.

Colonel H. E. CLARK,

7th Missouri Cavalry, Maj. Gen. Price's Headquarters, Arkansas.

REBEL ATTACK UPON YAZOO CITY.*Letter of Rear-Admiral Porter, transmitting report of Acting Master Thomas McElroy.*FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Off Alexandria, La., March 22, 1864.

SIR: I have the honor to enclose herewith a copy of a report from Acting Master Thomas McElroy, commanding naval forces at Yazoo City, detailing an account of a very handsome little affair that took place there.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Thomas McElroy.UNITED STATES STEAMER PETREL,
Off Yazoo City, Mississippi, March 5, 1864.

SIR: I have the honor to report to you that Lieutenant Commander E. K. Owen turned over all vessels in this river, Yazoo, to my command on the 1st instant. I have not complied with his order in sending the *Marmora* up the river to the foot of Honey island, which is about 60 miles, as, from information received, I did not think it prudent.

This morning, at 9½ o'clock, the enemy made a fierce attack on the city and redoubt. Part of the 11th Illinois volunteers was stationed in the redoubt, supporting a 12-pounder rifled howitzer belonging to the gunboat Exchange, left in my charge. I sent an officer and crew to work the gun. The rest of the 11th were stationed with a colored regiment in and around the city.

It was reported to me that, after firing the howitzer several times, a shot got jammed in the gun and could not be removed. I then ordered Captain Gibson, of the Marmora, to dismount one of his rifled howitzers, mount it on a field-carriage and send it on shore, with a crew to work it. Before he could get the gun to the redoubt, the enemy had the hill completely surrounded. At this time the fighting in the city was hand to hand. The gun was placed in position in the street, and did good service, helping very much towards winning the day. The crew, at one time, was driven from the gun, they not having sufficient support to hold it, but the soldiers, seeing the crew driven, rallied, charged on the rebels and retook it, losing three men in the charge, and wounding James Stoddard, of the Marmona; he is improving.

During this time both vessels kept up a constant fire on the city until 4 p. m.; then I was requested to cease firing by Colonel Coats, as the enemy were retreating. We expended about 250 shell. I then went on shore with a fresh gun's crew, and took command of the howitzer, following the rebels up until they had retreated to the hills.

I am proud to say that the navy was well represented by three sailors, who nobly stood their ground through the whole action, fighting hand to hand to save the gun and the reputation of the navy.

The sailors are highly spoken of by the army officers for their gallant conduct. Their names are Bartlett Laffey, of this vessel, and James Stoddard and Wm. J. Franks, of the Marmora. I would commend them to your consideration. I have lost confidence in Acting Ensign Shepley R. Holmes, who was sent in charge of the howitzer, and as he has sent in his resignation I hope it may be accepted.

I have the honor to be, very respectfully, your obedient servant,

THOMAS McELROY,

Acting Master, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

REBEL ATTACK ON PADUCAH.

[Telegram.]

CAIRO, ILL., *March 26, 1864.*

At three p. m., yesterday, the rebels made an attack upon Paducah, and the steamers Peosta, Paw Paw, and Fort Hindman at once opened fire. Colonel Hicks holds the fort. The front part of the city is destroyed, our shells setting fire to the houses on the levee. A brisk cannonading was continued until about ten o'clock p. m., when the fire of the rebels ceased. The attack may have been renewed this morning. Our despatches are received by boat, the telegraphic communication having been destroyed. The fort made a desperate resistance.

A. M. PENNOCK, *Fleet Captain, &c.*

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

CAIRO, March 26, 1864.

I have just received information that the enemy is still in force on our front at Paducah.

A flag of truce was sent in by them to negotiate an exchange of prisoners, which was refused. They demanded a surrender twice, saying they would give no quarter if refused. General Forrest has five hundred (500) prisoners from Union City. Re-enforcements are going forward. There is no danger of a surrender.

A. M. PENNOCK, *Fleet Captain, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CAIRO, March 26, 1864.

Paducah is safe. The rebels left at midnight.

A. M. PENNOCK, *Captain, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CAIRO, March 26, 1864.

Information has been received that the rebels have retreated from Paducah. Rebel loss, three hundred (300) killed; number of wounded unknown. Forrest's force said to be sixty-five hundred, (6,500,) and four (4) pieces of artillery. Rebel General A. B. Thompson is reported killed.

A. M. PENNOCK, *Fleet Captain, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy.

CAPTURE OF FORT PILLOW BY THE REBELS.

[Telegram.]

CAIRO, ILL., April 15, 1864—3 p. m.

On the 13th instant the rebels demanded the surrender of Columbus, Kentucky, which was refused by Colonel Lawrence. Troops and two gunboats were sent from here, but the enemy had retired before they reached Columbus. Hearing that Fort Pillow had been attacked, I directed Lieutenant Commander Fitch, if he could be spared from Columbus, to proceed to Fort Pillow with gunboats Hastings and Moose. Last night I learned that Fort Pillow had been captured, after a deperate resistance by the garrison. The gunboat New Era assisted in the defence. Lieutenant Commander Fitch will, on his arrival, endeavor to shell the rebels from the fort, and to keep the river open at all hazards. The greater part of the rebel force is said to have left in the direction of Memphis. On the 14th a flag of truce was sent by the rebels to Paducah; one hour was given by them to move the women and children. At the expiration of the hour no attack was made.

Lieutenant Commander Shirk reports that the gunboats shelled the upper part of the town and drove the rebels out, and I am informed that the troops in the fort also shelled them and killed several. Paducah has been re-enforced by troops sent by General Brayman, and we have four gunboats there.

Information has reached me that the rebels are in force at Blandville, Kentucky, and will cross the Ohio into Illinois if they can, about twenty miles above Mound City. I have had all the ferries and skiffs between this place and Paducah destroyed, and will keep the river closely watched with all the force we have at our disposal.

A part of the rebel's programme is, I believe, to destroy the large amount of ordnance and ordnance stores we have at Mound City, and other government property at this place. We have taken every precaution in our power to guard against it. We have constantly to be on the look-out for incendiaries.

Admiral Porter has left me ample instructions for guidance during his absence, which I shall carry out to the extent of my ability.

I will telegraph you when I hear from Lieutenant Commander Fitch.

A. M. PENNOCK,

Fleet Captain and Commander of Station.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

CAIRO, ILL., April 16, 1864.

Lieutenant Commander Fitch has returned from Fort Pillow. The fort had been taken on the 12th, after a fight lasting from daylight until 3 o'clock p. m., and Lieutenant Commander Fitch arrived there on the afternoon of the 14th. The enemy had left the fort, carrying off all the guns, consisting of four 12-pounders and two 10-pounder rifled Parrotts. Heavy forces of cavalry are just above, preparing to cross over to Island No. 30 to capture a number of steamers that have been detained. The Moose, Hastings, New Era, and Volunteer shelled the enemy from 4 o'clock until dark and routed them, driving them to Ashport, when they left on the Ripley road. The transports were then convoyed past Fort Pillow, and the gunboats landed at the fort and took on board the remainder of our wounded, also the women and children. The next morning Lieutenant Commander Fitch ordered the remainder of the dead to be buried, and seeing no more of the enemy in the immediate vicinity, started up the river. At Ashport he shelled a squad of cavalry that had encamped there the night before, and drove them off. The New Era was supplied with ammunition and left to guard the fort, and the Moose, Hastings, and Volunteer returned to this place.

A. M. PENNOCK, *Fleet Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy.

REBEL ATTACK ON THE UNITED STATES STEAMER OSAGE.

UNITED STATES STEAMER OSAGE,

Grand Ecure, April 16, 1864.

SIR : I have the honor to inform you that while on my way down the river, having stopped at Blair's plantation, some 50 miles above this point, to protect the transport Alice Vivian, I was attacked by two brigades of dismounted cav-

alry and three pieces artillery, the whole under the command of General Green, amounting to not less than 2,500 men. I waited till they got into easy shelling range, and opened upon them a heavy fire of shrapnell and canister. The rebels fought with unusual pertinacity for over an hour, delivering the heaviest and most concentrated fire of musketry that I have ever witnessed. They finally broke in great confusion, leaving the ground covered with their dead and wounded, muskets, knapsacks, &c., for many yards from the bank.

Having received orders to rejoin you without delay, I regretted that I could not give the battle-field the inspection I desired. From the statement of the wounded, and the appearance of the field, the loss of the enemy could not have been less than 200. General Green, who commanded, a colonel, and major are known to have been killed. The Lexington, Lieutenant Commanding Bache, came down shortly after the action commenced, and, from her favorable position below, was enabled to pour in a most destructive enfilading fire, which materially hastened the result. Company A, 95th Illinois, were on board, and did good execution. Our total casualties amounted to seven wounded.

General Green will prove a great loss, he standing as one of the best rebel generals this side of the Mississippi.

Very respectfully, your obedient servant,.

THOS. O. SELFRIDGE,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Com'dg Mississippi Squadron.

ACTION WITH REBEL BATTERIES ABOVE YAZOO CITY.—NAVAL CO-OPERATION.

Report of Acting Master Thomas McElroy.

UNITED STATES GUNBOAT PETREL,
Above Yazoo City, April 21, 1864.

SIR: I have the honor to report the part taken by this vessel in to-day's action, in compliance with a despatch from Brigadier General McArthur, (please find copy enclosed).

I moved up the river, in company with land forces, at one (1) p. m., at the request of Colonel Schofield. I left the troops at Liverpool Bluffs, twenty (20) miles below Yazoo City, with this vessel, followed by the Prairie Bird and transport Freestone as despatch boats, to go up and draw the fire of the enemy, and divide their forces, if there. At 2.40 p. m. stopped at a plantation to make inquiries in regard to the number of the enemy. At 2.50 moved up to within twelve hundred (1,200) yards of the city, and came alongside of the bank, so as to communicate verbally with commanding officer of Prairie Bird, giving him orders not to come above the wreck of the Baron DeKalb. Not seeing any enemy in sight, at 3.30 p. m. moved up very slowly. Seeing a crowd of women and children on the levee, from what information I received below, I thought the place evacuated. At 4. p. m. when opposite the city, where the river makes a sharp turn, the enemy opened on me with four (4) guns. I opened on them with my starboard battery; at the same time made signal to Prairie Bird to commence action, which she did. Finding myself under a heavy fire, and the pilot, Mr. John Armstrong, said the vessel could not be backed down safe under such a fire, I ordered him to go ahead and pass the city, take their fire, and when out of range to turn around and come down again. While running stem to them they fired fifteen (15) shots at me, but did not strike the vessel. After turning around, I saw that the Prairie Bird had dropped below out of range; not deem-

ing it prudent to run by until I found out what was the matter with her, I sent a despatch to Colonel Schofield, telling him that, from what information I received, there were not one thousand (1,000) men (on this side of the Big Black river) of the enemy. This despatch I sent by transport Freestone. At 5 p. m. I found, by verbal report, that the Prairie Bird was partially disabled, but that the commanding officer would do his best to assist me when I run by the batteries, if the troops did not come up to my assistance. I have a code of signals by whistle established with Prairie Bird. All hands at quarters. The enemy, by their actions, think it was intentional on my part to run by their batteries to cover the landing of troops above the city. I am expecting the transport will return every moment with an answer to my despatch to Colonel Schofield.

I have the honor to be, very respectfully, your obedient servant,

THOMAS McELROY,

Acting Master, Com'dg Petrel and Naval Forces, Yazoo River.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Requisition from Brigadier General J. McArthur for naval co-operation.

HEADQUARTERS DISTRICT OF VICKSBURG,

Vicksburg, Miss., April 18, 1864.

CAPTAIN: An expedition, under command of Colonel Schofield, starts from Haines's Bluff, for Yazoo City, to-morrow, (Tuesday,) marching by land. You will please move up and co-operate with them, calculating to reach Yazoo City on Thursday night; afterwards patrolling the river sufficiently to keep open communication between that point and this place. You can communicate with Colonel Schofield before starting as to his probable camping places on the way up.

Your most obedient servant,

J. McARTHUR, *Brigadier General.*

P. S.—Steamboats, properly cleared, approved by me, will be allowed to proceed up the river under your protection.

J. McARTHUR, *Brigadier General.*

Captain McELROY,

Commanding Gunboat, &c., at Haines's Bluff.

CAPTURE OF THE UNITED STATES STEAMER PETREL.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP CRICKET, MISSISSIPPI SQUADRON,

Off Alexandria, La., April 28, 1864.

SIR: I beg leave to inform you of the loss of the United States steamer Petrel, belonging to this squadron. She was captured up Yazoo river by the rebels and destroyed. I enclose letters from her executive officer, commanding officer of the Prairie Bird, and also one from Commander Townsend, on the subject.

I am, sir, very respectfully, your obedient servant,

D. D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Ensign M. E. Flanigan.

ON BOARD UNITED STATES STEAMER PRAIRIE BIRD,

April 23, 1864.

SIR: I have the honor to report the following facts in regard to the loss of the United States steamer Petrel:

In obedience to orders from General McArthur, we proceeded up Yazoo river, arriving at Liverpool Bluffs April 21, 1864, at 12.20 p. m. By request of Colonel Schofield we proceeded on up the river, in company with the United States steamer Prairie Bird and transport Freestone. At 3 p. m. we arrived at the navy yard below Yazoo City. Seeing no enemy in sight, we proceeded on up, leaving the Prairie Bird and Freestone at the navy yard. When abreast the city we fired several shots at the enemy, just then coming in sight on the hills. We steamed on up, and while rounding the point the enemy opened a brisk fire of cannon and musketry. The river being narrow, we could not round to, move on up out of range, and come to. We immediately made preparation to run by the batteries. Captain McElroy afterwards countermanded the order, remarking that he would wait until the following night.

On the 22d, at 1.30 p. m., we changed our position, moving up the river about one and a half mile, and commenced wooding. At 3, precisely, the enemy in ambush opened a heavy fire of cannon and musketry on our star-board quarter, the shot from their guns going clear through the vessel. Not being able to bring our guns to bear, armed the crew as sharpshooters and returned the fire, getting the vessel under way immediately. While shifting the engines two shots entered the vessel, one striking the cylinder, the other cutting the steam-pipe, thereby disabling us. The rebels then moved up. We then opened our great guns on them. After firing a few rounds we were unable to work the guns, as the men were shot as soon as going near the ports. The vessel being disabled, and unable to work our guns, the captain gave the order to set the vessel on fire, (which was done in three places,) arm ourselves, and jump ashore. At this juncture a shot entered the boilers, the steam rushing over the decks. All who were able jumped ashore and made their escape to the Prairie Bird, pursued by the rebels, who had by this time crossed the river. Nearly all, however, reached the boat safe by taking to the swamps. I would further state that during the engagement the officers and men acted most gallantly, with the exception of a few contrabands who were lately shipped.

I have the honor to be, very respectfully, your obedient servant,

M. E. FLANIGAN,

Acting Ensign, Executive Officer late U. S. Gunboat Petrel:

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Respectfully forwarded. The Essex having arrived here last night at midnight, this report was handed to me for transmission. Mr. Flanigan's report of names and condition of the officers and crew of the Petrel accompanies this statement.

ROBERT TOWNSEND,

Commander, U. S. N.

VICKSBURG, April 24, 1864.

P. S.—I understand that, when taken, the Petrel had on board an extraordinary quantity of ammunition—about 125 rounds to each of her eight 24-pounder howitzers.

R. T.

Report of Acting Ensign J. W. Chambers.

UNITED STATES STEAMER PRAIRIE BIRD,
Vicksburg, April 23, 1864.

SIR: It becomes my unpleasant duty to report the loss of the gunboat Petrel, she being captured by the enemy on the 22d instant. On the 19th I landed at Snyder's Bluff, and there found a despatch for the gunboat Petrel, she being up the Sunflower river. I proceeded up and delivered the said despatches on the night of the 20th. The said despatch was from General McArthur, commanding at Vicksburg. It was a request that Captain McElroy would take the two vessels up the Yazoo to co-operate with the land forces which General McArthur was sending to occupy Yazoo City. On the morning of the 21st Captain McElroy got under way and proceeded down the Sunflower, we accompanying, and then up the Yazoo to Liverpool Bluff; came to and found troops occupying the bluffs, under the command of Colonel Schofield. He reported that his cavalry had been skirmishing with the enemy that day. He requested Captain McElroy to take both boats and proceed to Yazoo City to reconnoitre, which Captain McElroy proceeded to do. On arriving at the navy yard below Yazoo City both boats were landed at 3 p. m. Captain McElroy then gave me instructions to remain there while he proceeded up to the city. As he got abreast of the city the enemy opened a battery on him, which compelled him to run his vessel up the river out of range. In the mean time the enemy had been firing upon this vessel with small arms, but as soon as the Petrel got out of range they opened on this vessel with two 10-pounder Parrotts, striking us three times. Two shots struck the hurricane roof, passing out through the cabin, doing little damage. The other shot came through the casemate and struck the starboard cylinder, causing it to leak, also wounding the second engineer and one fireman slightly. We then dropped down the river, waiting for communications from Captain McElroy, of which communications I have the honor to enclose a copy, bearing date of the 21st; also a copy of letter received the next day, and a copy of a letter received from Colonel Schofield to Captain McElroy, which I received *via* marine boat B. J. Adams. At this time firing was heard at a distance, and shortly afterwards the crew of the gunboat Petrel came running to my vessel, stating that the Petrel was captured by the enemy. The B. J. Adams remained there with me until dark. A scouting party was sent from the Adams, but found none of the crew. Thirteen officers and forty-six of the crew reached this vessel, which leaves a balance of two officers and eleven of the men missing. From information obtained from contrabands, I believe the Petrel's armament was all captured by the enemy, the escaping steam from the boilers and steam pipes having put out the fire set to her by the crew.

We expended while engaged with the enemy 26 shell and 7 shrapnell.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. CHAMBERS,

Acting Ensign, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Commander R. Townsend to Rear-Admiral Porter.

UNITED STATES IRON-CLAD STEAMER ESSEX,
Vicksburg, April 24, 1864.

ADMIRAL: I most deeply regret that the news from this quarter must add another weight to the load of harassing cares that is now pressing so heavily upon you. The Petrel was captured and destroyed by the enemy, some three

or four miles above Yazoo City, on the 22d instant. Enclosed herewith I send you the reports of Acting Ensign Chambers, commanding the *Prairie Bird*, and Acting Ensign Flanigan, late executive officer of the *Petrel*, giving the particulars of the disaster. I am sorry to say the dark cloud presents no silver lining. The investigation I have been able to give to the subject leads to the belief that a desire to procure cotton, rather than the noble ambition of advancing the public service, prompted the ill-fated expedition. I also fear that there may have been too obsequious and unquestioning a compliance with the requests of General McArthur on the part of Acting Master McElroy, the senior naval officer. The latter is now a prisoner, and cannot, therefore, give explanation of his conduct, if explanation there be. But I cannot learn or conceive any satisfactory reason why he did not turn around immediately, (the channel permitted,) repossess the two field-pieces that had opened upon him, and, rejoining the *Prairie Bird* and *Freestone*, go back to Liverpool Bluffs, whence he had started on his rash reconnoissance. After closely questioning the actors, I have come to the conclusion that the enterprise was unwisely engaged in, to say the least; and that in the performance there was too much recklessness at first, succeeded by a weak wavering and paralysis of action that almost insured a disastrous closing to the scene. But the chief actor is absent. Perhaps he may be able to give a satisfactory explanation, although what that explanation might be I cannot possibly imagine.

Accompanying Acting Ensign Chambers's report are the following documents, viz: Copies of two letters from Acting Master McElroy, respectively of April 21, 4 p. m., and April 22, 12½ p. m.; copy of a letter from Colonel Schofield, commanding expedition, to Captain McElroy, dated April 22; the report of the senior engineer of the *Prairie Bird*, with remarks appended by me; and a telegram from Captain Foster, dated April 19, but not received till April 23. Had this telegram been received in time, the navy portion of the expedition would not have started. Did the cotton speculators delay it? Probably we shall never know; but they are such unprincipled scoundrels that we may believe anything shrewdly wicked regarding them. I also enclose with Acting Ensign Chambers's report the statement of the surgeon's steward in charge, regarding the three seriously wounded men—one from the *Prairie Bird*, the others from the *Petrel*—whom I ordered to be sent to the military hospital here, on the recommendation of my surgeon, Dr. Allen. Acting Ensign Flanigan's report is accompanied by a list of the officers and crew of the *Petrel*, designating their condition, whether escaped or missing, killed or wounded. Those that escaped brought with them nothing but what they stood in. That you may more easily understand the not very clear or perspicuous reports, I accompany them by a roughly sketched map that I prepared whilst gathering from Messrs. Chambers and Flanigan the particulars of the disaster. The *Wilson*, Captain Pollard, arriving this afternoon, I have sent by her, with orders to report to Captain Pennock, at Cairo, all the escaped officers of the *Petrel*, except Mr. Armstrong, the pilot, whom I have ordered to the *Prairie Bird*, and the surgeon's steward in charge, whom I have ordered to report to the fleet surgeon aboard the *Red River*. Of the crew I have transferred ten to the *Prairie Bird*, to strengthen her force; two are at the military hospital here, and the remaining thirty-one I send down by the *General Price* for the vessels below. I hope my disposition of them may meet with your approval. The information comes through cotton speculators, as well as contrabands, that the enemy succeeded in getting guns, ammunition, and all valuables from the *Petrel*, and then, about 8 p. m. of the 22d, set fire to and destroyed her. She must have been very imperfectly fired by her own crew if the escaping steam put out the flames. I hope, admiral, that I have been able to give you a passably clear idea of the occasion and circumstances of the loss of the *Petrel*. I certainly have endeavored to avoid anything like an over-statement of the cause

of the disaster. The Essex arrived here in tow of the Brilliant last night at midnight. Learning of the loss of the Petrel, I concluded to stop, investigate the affair, direct what should be done in the case, and report the result to you. Having done this, I shall take the first upward-bound steamer with sufficient power to tow us to Fort Pillow and the upper river, in obedience to your order. But I have become convinced, admiral, that it is essential, in more than one particular, to your honor and that of your squadron, that an officer of approved capacity, integrity, and judgment should be stationed here to take care of matters at Vicksburg, and throughout the long, morally pestiferous stretch of river between the mouth of White river and Natchez. I have, therefore, assumed the responsibility—you far away, oppressed with most engrossing cares—of ordering Captain Greer to Vicksburg, that he may take upon himself the above-mentioned charge. I enclose herewith a copy of my orders to Captain Greer. They are long, but I could scarcely say all that I felt to be necessary in fewer terms. I trust, admiral, that my reasons will prove satisfactory, and that you will approve the action I have taken.

The wrecking company with whom you made the contract to raise the sunken steamers in the Yazoo and other tributaries of the Mississippi is now here, prepared to operate, and very solicitous to begin. I informed Colonel Fouke that just now, with but one disabled tin-clad here, it was impossible to give him and his principals the necessary protection in Yazoo river; that the late disaster showed convincingly that only an iron-clad was competent to the task; that I must proceed up the river, but that I had sent for Captain Greer to come up to Vicksburg, and possibly matters might ere long assume such shape that he could give him requisite protection, at least for points below Yazoo City. Still, I could not hold out any flattering encouragement to him. His orders from yourself are very strong; his appeals, though perfectly gentlemanly and courteous, are very pressing; and yet the complication of adverse influences renders it impossible that anything of importance should at this time be done for him. I met his courteous advances in a kindred spirit, but at the same time frankly expressed to him my unfavorable opinion. I hate to bother you with these things now, admiral, but perhaps from your abundant resources you may be able to suggest something that may be done.

Earnestly hoping and faithfully believing that you will ere long surmount the great and numerous difficulties that encompass you in Red river,

I have the honor to remain, very respectfully, your obedient servant,

ROBT TOWNSEND,

Commander, U. S. N.

Rear-Admiral DAVID D. PORTER, U. S. N.,

• *Commanding Mississippi Squadron.*

Report of Acting Master Thomas McElroy.

WOODBIDGE, October 24, 1864.

SIR: It is my painful duty to report to you the loss of the gunboat Petrel, under my command, at Yazoo City, April 22, 1864. The troops not coming up this morning, I began to feel anxious for my command. I kept up communication with the Prairie Bird by land all this forenoon. At 11 a. m. made out the enemy falling back on the city and passing out of sight, and I could not tell where they had gone. Not hearing or seeing anything of our land forces, I called most of the officers together to obtain their opinions in regard to the intentions of the enemy. I told them that we would keep moving up and down so as to mislead the enemy. At 1 p. m. moved up two miles and a half, (2½,) and sent one watch on shore to get rails to protect the boilers, and run so as not to make any

smoke, the other watch remaining at the guns. I ordered the executive officer (Acting Ensign M. E. Flanigan) to keep the pilot in the pilot-house and engineers on duty at the engine; also that he was to attend to getting the rails on board, so that the officers of the deck could look out with the quartermaster and the sentries for the enemy on the opposite side of the river. At 2.20 p. m. left the deck and went to dinner, with orders to executive officer to get under way as soon as the rails were got on board. I had just got up from the table and went on deck when the enemy opened fire upon us with two rifle twelve-pounders, Parrott, at four hundred yards distance, astern and out of our sight for the undergrowth. I opened fire with my starboard battery, but they could not be trained far enough astern to reach their guns. At the same time I started the vessel ahead so as to get out of range and turn round so that my guns would bear on the enemy's guns, but the pilot did not get the wheel shifted soon enough, so that she made about two hundred yards and stopped. While trying to back her off a shot passed through the stern, cutting off the steam-pipe and disabling the engine. About this time a shot passed through the magazine, cutting off the legs of Charles Seits, (gunner's mate.) This silenced my guns for a few minutes, because I had nobody fit to take his place, as one of the quarter-gunners was already dead. I ordered Acting Master's Mate Lysander C. Ball, (in charge of powder division,) to take his place in the magazine, which he did. Our fire at this time was slow, as the sharpshooters were firing at the loaders; the after gun being dismantled, and none of them could be brought to bear on the enemy's guns. The officers of divisions, Acting Ensign Shepley R. Holmes, in charge of the first division, failed to encourage his men, also Acting Master's Mate Jesse W. Foster, in charge of second division, and the executive officer (Acting Ensign Michael E. Flanigan) behaved very badly, and the men began to fall back from the guns. I told the acting first assistant engineer, Arthur W. Phillips, to be ready with his division to fire the vessel when we could not fight her any longer. I ordered the most of the men to be armed with rifles. At this time a shot came through the stern, raking the gun-deck, and entering the boilers and exploding them; then the officers jumped on the bank, followed by the crew, and made a disgraceful run for the Prairie Bird, leaving with me the pilot, Kimble Ware, (in the pilot-house,) and Quartermaster J. H. Nibbie, who stood his ground when all the officers had deserted their flag. As soon as the steam began to cool a little, (with the assistance of Quartermaster Nibbie,) I got the wounded off the guard on the bank, and got ready to fire the vessel, with the dead still on board. I placed some coals from the furnace among the rails, but could not stand it long for the heat of the steam. At this time the enemy, seeing the officers and men running across the fields, began to cross the river above and below me. Surrounded on all sides, I was then forced to surrender, when they put out the burning rails and took me off at once before I could find out the number of killed and wounded, but I think that ten (10) will cover the number; but you received a true report from the officers, I hope, soon after the action.

To the disgraceful action of some of my officers, and Colonel Schofield not coming to my assistance, as he had promised do, I owe the loss of my vessel. The flag was flying when they boarded the vessel. I hope that you think I did the best I could under the circumstances. I cannot speak in too high terms of the conduct of Mr. Kimble Ware, pilot, and John Nibbie, quartermaster. It will be remembered that I had but ten (10) white men and boys on board; the rest were contrabands, and part of those were sick.

I have the honor to be, very respectfully, your obedient servant,

THOMAS McELROY,

Acting Master, Commanding Petrel.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

ISTANCE RENDERED BY THE UNITED STATES STEAMER NAUMKEAG
TO COLONEL LIVINGSTON'S COMMAND.*Report of Rear-Admiral David D. Porter.*FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 12, 1864.

SIR: I have the honor to enclose herewith a communication from Acting Master John Rogers, commanding the United States steamer Naumkeag, giving an account of the valuable assistance rendered by that vessel to Colonel Livingston's command, at Grand Glaize, whose fleet had grounded at that place, and was in great danger of being lost or captured by the enemy; and also containing the special thanks of Colonel Livingston for the promptness and energy displayed by Captain Rogers on that occasion, and in afterwards conveying his fleet safely to its place of destination.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Report of Acting Master John Rogers.*GUNBOAT NAUMKEAG,
Duval's Bluff, May 31, 1864.

SIR: As I previously informed you, I went up the river as far as Grand Glaize, thirty miles below Jacksonport, before I met the fleet with Colonel Livingston's command on board and all the government stores of that post. Some of the vessels had been aground, and the Fitzhugh had burst one of her steam-pipes and scalded several persons. The steamer Kennett was so large and was so difficult to manage that the colonel commanding (Wood) thought of abandoning her. Grand Glaize is the most dangerous place on the river, from its high lands, and the roads coming in there. The boats had been fired into before they left Jacksonport, from the opposite side of the river, and the probability is, if she had been left she would have been captured. The colonel issued an order upon his arrival at this place which contains the following: "III. To the commanding officer of the gunboat 37, Commander Rogers, his thanks are especially due for the energy and promptness exhibited by him in bringing his gunboat to the assistance of the fleet while aground, and for the valuable aid rendered it during its convoy to its destination." I also destroyed a number of flats, skiffs, and canoes. Captain Hickey, of gunboat Queen City, also started up with two light boats to lighten the others. We met them a few miles above Des Arc, but we had got through all our troubles and were in deep water. We did not need them. We arrived all safe at the Bluff amidst general rejoicing. All of which is most respectfully submitted by

Your obedient servant,

JOHN ROGERS,
Acting Master, Commanding.

Lieut. Com. JAMES M. PRITCHETT,
Commanding White River Station.

Action between United States Steamer Choctaw and Haines's Bluff.

UNITED STATES STEAMER CHOCTAW,
Morganzia Bend, June 13, 1864.

SIR: In obedience to orders, I have the honor to submit the following statement in regard to the action in which this vessel was engaged at Haines's Bluff, Mississippi. The vessel was struck fifty-three times. Three shot struck under water on the starboard side, doing no damage. The turret was struck six times. The lower part of the turret has two inches of iron backed by twenty-four inches of oak, while the crown has but one inch of iron backed by three inches of oak.

A 10-inch solid shot penetrated the crown; a 6-inch shot from a rifled gun struck at the junction of the crown with the lower part of the turret, and buried itself. The others glanced. A round shot struck the casemate under the pilot-house, and glanced. This casemate has one inch of iron backed by twenty inches of oak.

A 6-inch shot from a rifled gun struck the main deck and glanced. The deck has one inch of iron backed by twelve inches of oak. Six shot struck on the curve forward of the starboard wheel. Two from rifled guns penetrated. A 10-inch solid shot penetrated the iron and buried itself in the wood. The others penetrated the iron and glanced.

The side where these shot struck has one inch of iron backed by twenty inches of oak. It is very weak from the curve and inclination it has, and I think a few more heavy shot would have knocked it in.

The remainder of the shot struck in the wood work, wheels, and smoke-stacks.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ATTACK ON UNITED STATES STEAMER EXCHANGE, BY A MASKED BATTERY, AT COLUMBIA, ARKANSAS.

Report of Rear-Admiral D. D. Porter.

FLAG SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 16, 1864.

SIR: I have the honor to enclose herewith a copy of a report of Acting Master J. C. Gipson, commanding the United States steamer Exchange, giving a detailed account of a quite severe attack made upon that vessel by a masked rebel battery, consisting of six 12-pounder shell guns, two 12-pounder rifle, and one 10-pounder rifle, on the 1st instant, while passing Columbia, Arkansas. In the engagement that followed, lasting forty-five minutes, the Exchange was struck thirty-five times, eight shots piercing her hull. One shot went through her pilot-house, wounding Captain Gipson severely in the head and hip, and one striking her port engine rendered the vessel difficult to manage; but by great exertions of the officers and crew she was finally got out of range of the enemy's guns, pretty badly damaged.

It appears from the report that all behaved in a gallant manner during the engagement, though fighting under great disadvantages. I beg leave to enclose the surgeon's list of casualties.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master James C. Gipson.

UNITED STATES STEAMER EXCHANGE,
Off Point Chicot, Mississippi River, June 5, 1864.

SIR: I have the honor to report that while passing Columbia, Arkansas, the rebels opened a masked battery, consisting of nine guns, on this vessel. The battery was divided into two sections, planted about two hundred yards apart, behind the levee. The lower section consisted of six guns—three 12-pounder shell, two 12-pounder rifle, and one 10-pounder rifle. The upper section consisted of one 18-pounder rifle, one 12-pounder shell, and one 6-pounder field-piece. They waited until I had passed by the lower battery, when they opened a destructive cross-fire, as I had just rounded a point of a sand-bar. I could not back down; consequently there was no other alternative but run by the upper battery, if possible. I gave the pilot orders to go up the river, and pass by the upper battery, and I opened my port broadside guns, replying to theirs. But unfortunately the port engine was struck and disabled, causing her to work very slow, keeping us under fire about forty-five minutes. I had barely got out of range of their guns when the engine stopped entirely, in consequence of the port hog-chain being shot away. The engineer told me he could not work the engines until he mis-shipped the port pitman. I immediately let go the anchor. The engineers, who worked like horses, were not long in getting the engine fixed so we could work out of reach of the enemy with one engine, expecting every moment that they would move their battery above us and open again; but we succeeded in getting out, although pretty badly damaged.

The vessel was pierced with thirty-five shots; eight of that number entering the hull, just above the water-line; five passing through the casemate, and bursting in the coal-bunkers alongside the boilers. One shot entered the port shell-locker, turning the shell upside down; fortunately not reaching some percussion shell that were stowed there. One shot passed through the pilot-house, wounding myself, knocking me senseless for ten or fifteen minutes, by a severe wound in the head. Several of the crew were slightly wounded; one killed. I can only add that it gives me pleasure to bear testimony to the good conduct of the officers and crew, who worked their guns with unflinching courage under a most galling fire. Enclosed please find reports of engineer, surgeon, and gunner.

I am, sir, respectfully, your obedient servant,

JAMES C. GIPSON,
Acting Master, Commanding.

Lieut. Commander E. K. OWEN,
Commanding 6th District, Mississippi Squadron.

Casualties on board the Exchange.

UNITED STATES STEAMER EXCHANGE, *June 5, 1864.*

SIR: I have the honor to report the following list of casualties occurring on board this vessel during the engagement below Columbia, June 1, 1864:

Killed.—Patrick Donahue, seaman.

Wounded.—James C. Gipson, acting master, contused wound in the left temple (serious) and in left shoulder and hip; G. T. Miller, acting master's mate, arm and foot, fracturing some of the small bones.

Very respectfully,

ED. M. GOODWIN,
Acting Assistant Surgeon, United States Navy.
 Acting Master J. C. GIPSON,
Commanding United States Steamer Exchange.

CAPTURE OF REBEL BATTERY ON THE ATCHAFALAYA.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 19, 1864.

SIR: I have the honor to enclose a report of an expedition by Lieutenant Commander Ramsay up the Atchafalaya, and the capture of a battery of 30-pounder rifles, which we were very glad to get hold of, as they threatened to prove troublesome along the river.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander F. A. Ramsay.

UNITED STATES STEAMER CHOCTAW,
Off Fort Adams, June 8, 1864.

SIR: I have to report that this morning I went on board of the United States steamer Chillicothe and started down the Atchafalaya, taking the United States steamers Neosho and Fort Hindman with me. When about one and a half mile from Simmsport we were opened upon by a battery of two 30-pounder Parrotts at that place. We stood on until in good range, then opened, succeeded in driving the rebels out, and captured their guns and six muskets. One of the guns I brought away with me, and send it to Cairo on the despatch boat General Lyon. Finding that the other had burst I left it. A deserter who came to us states that it burst at the third fire this morning. I regret to report that Charles Lower, seaman, was severely, and I fear mortally, wounded by a rebel sharpshooter while endeavoring to get the gun off. The rebels left one dead on the ground. I am not able to say whether any more of them were killed or wounded. The deserter states that the gun we have was captured by them from General Banks, in the late Red River expedition. The force at Simmsport consisted of the men belonging to Boone's battery, and a few that belonged to the Crescent Artillery. Two regiments were in supporting distance, but we saw nothing of them. While we were getting the gun off the enemy kept up a fire with musketry. The gun was gotten over the levee by the Neosho's crew, and was then taken on board the Fort Hindman.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant Commander, Commanding 3d and 4th Districts.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

ENGAGEMENT BETWEEN UNITED STATES STEAMER LOUISVILLE AND
REBEL BATTERY NEAR COLUMBIA, MISSISSIPPI.

Letter from Rear-Admiral Porter, enclosing report of Lieutenant Commander Owens.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 26, 1864.

SIR: I have the honor to enclose herewith a report from Lieutenant Commander E. K. Owens, of the United States steamer Louisville, of an engagement between that vessel and a rebel battery at Columbia, Mississippi, resulting in the defeat of the rebels.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral*

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander E. K. Owens.

UNITED STATES STEAMER LOUISVILLE,
Four miles below Columbia, June 2, 1864.

SIR: I have the honor to make the following report: General Ellet informing me that there was a heavy battery near Columbia, and that the Missouri (transport) was to be convoyed past it, I got under way from Island 84 early this morning for that purpose, and to see the condition of affairs in this neighborhood, (though I had been as high as Gaines's landing only a few days since.) Whilst on our way up the W. R. Arthur was overtaking us. I stopped for her and conveyed her, or partially so, by Sunnyside, where rebel sharpshooters are thick. When I reached Greenville I found that General Ellet had sent two of his boats to convoy the Missouri and to return with the Henry Ames, laden with corn and quartermasters' stores. I then had the Arthur only to look out for. I had her to take me in tow and proceed up the river. As we approached the lower outskirts of Columbia I shelled the banks, hoping to get a reply and find their batteries. No response was made to our firing until we got abreast of their middle battery, when they opened on us with nine pieces of different calibre. It was difficult to get our lines loose from the Arthur; consequently kept under fire some time with no advantage to us. As soon as I got clear of her I rounded, and soon made them stop firing at us. I fear the Arthur met with many injuries, as she is a fine boat, and the enemy desired to destroy her. We were struck in the main portion of the vessel but ten times, and had but five men severely hurt. The Arthur in leaving us tore off our starboard nosing and the first shear plank below it. The enemy's six-pounders go through us easily. We picked up a twelve or eighteen pounder Boreman fuze shrapnell, portions of a twelve-pounder rifle and twenty-pounder Parrott, Shenkle fuze, and a solid six-pound shot. We were pretty well cut with minie balls, but no one was injured from them. The strength of the enemy in the neighborhood is undoubtedly great, and nothing but a military expedition can clear the banks. We can convoy boats every day with the usual loss of men and injury to boats as the river is now; but it is falling rapidly, and vessels are of necessity being driven close under the enemy's guns.

I am, sir, very respectfully, your obedient servant,

E. K. OWENS,
Lieutenant Commander, Commanding 6th District.

D. D. PORTER,
Rear-Admiral.

FIGHT WITH REBEL BATTERIES IN TUNICA BEND.

Report of Rear-Admiral D. D. Porter.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 26, 1864.

SIR: I have the honor to enclose a report from the General Bragg and Naiad of a fight with rebel batteries.

The Bragg cannot get here to be repaired at this stage of water, and I have ordered her to New Orleans.

These batteries will continue to come in on the river until more effective measures are taken by the military authorities to land troops and chase them up until they are all taken.

Some five or six batteries, mostly captured from our forces, are spread along the river, and fire when they get a good opportunity. This firing is extremely annoying to passenger boats with women and children on board, who are frequently killed by this southern civilized mode of warfare. As long as they fire on the gunboats we don't mind them, though they occasionally do damage and kill men.

These batteries have generally been driven away by the gunboats, and I am in hopes we will soon have proper landing parties of troops prepared to act in concert with gunboats, when there may be a hope of keeping the river free of these marauders.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant C. Dominey.

UNITED STATES STEAMER GENERAL BRAGG,
Mouth of Red River, June 16, 1864.

SIR: I have the honor to report that the enemy opened fire on me this morning with four guns (at 1.45) while at anchor off Como landing, in Tunica bend. Slipping my cable, I immediately went to quarters and replied to their fire. After being engaged about five minutes one of the enemy's shot struck the working beam, breaking it, and thereby disabling the engine completely. The vessel then drifted down the river, and I continued firing and silenced the enemy before I had drifted out of range. I received, in all, twenty-two shots, several riddling the officers' quarters and cabin, two bursting on the berth deck, &c., but no material damage was done, save by the one that disabled the machinery. I fired, in all, forty-two (42) shots of different descriptions, mentioned in the gunner's report herewith enclosed.

One man slightly wounded in the head was the only casualty.

Enclosed please find report of ordnance expended, engineer's report of damage to his machinery, and surgeon's report of wounded.

I am, respectfully, your obedient servant,

C. DOMINEY,

Acting Volunteer Lieutenant, Commanding.

Lieut. Commander F. M. RAMSAY, U. S. N.,

Com'dg 3d and 4th Districts, Mississippi Squadron.

Report of Acting Master H. T. Keene.

UNITED STATES STEAMER NAIAD,
Head of Tunica Island, June 15, 1864.

SIR: I have the honor to report that at 3.45 o'clock this morning I saw the United States steamer General Bragg engaged with a rebel battery on the left bank. I got up steam immediately and ran up to her assistance. When we had arrived within half a mile of where the General Bragg lay, a rebel battery opened on us, directing the shots at first towards the pilot-house, and in a few shots completely disabling our steering apparatus and severely wounding first-class pilot, James M. Herrington. The wheel being shot away, I was obliged to steer by relieving tackle. I managed, however, to get bows on to the battery, and continued to fire briskly until the batteries were silenced. We were hit nine (9) times; the first shot passed through the smoke-stack; the second and third shots passed through the pilot-house, the third striking the barrel of the wheel, cutting the tiller-rope, and literally tearing the wheel to pieces; the fourth shot passed a few feet abaft the pilot-house, shattering the steerage and skylights, but doing no further damage; the fifth shot passed through the cabin. We also received four shots through the starboard casemates; one striking abreast of the boilers; one abaft of No. 2 gun, tearing up the decks and exploding within a few feet of the shell-room; one abaft of No. 3 gun, killing John J. Crennell, ordinary seaman, and wounding three others; another passed through the port of No. 4 gun, tearing away the shutter and exploding in the dispensary. The officers and men behaved admirably, considering that very few of the officers, and not one of the men, had before been under fire, or seen service of any kind afloat. We received no material injury beyond disabling the steering apparatus.

I expended altogether thirty-seven shell.

For list of casualties please find enclosed surgeon's report.

Very respectfully, your obedient servant,

HENRY T. KEENE,
Acting Master, Commanding.

Lieut. Commander F. M. RAMSAY,
Commanding 3d District, Mississippi Squadron.

REBEL ATTACK ON WHITE RIVER STATION.

Letter from Rear-Admiral Porter, transmitting report of Acting Ensign H. Booby.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, June 27, 1864.

SIR: I have the honor to enclose a report of Acting Ensign Henry Booby, commanding the United States steamer Lexington, giving an account of an attack made on White River station by the 10th Missouri regiment, (rebel,) under command of Colonel Souther, on the morning of the 22d instant.

The rebels were quickly repulsed.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Henry Booby.

UNITED STATES STEAMER LEXINGTON,
Off White River Station, June 22, 1864.

SIR: I have the honor to report that an attack was made on this place at 4½ o'clock a. m. by the 10th Missouri regiment, (rebel,) under command of Colonel Souther.

The garrison here had just completed the stockade on which they were engaged when you left, and in it they fought bravely, though their pickets had been surprised, and the rebels were close upon them before they were discovered.

The Lexington had steam up, and moved immediately out into the stream, and opened on them a rapid fire. The enemy was quickly repulsed, and retired to the woods. We had no casualties, and of the garrison one (1) was killed and four (4) wounded. One negro was killed and two (2) families of refugees carried off. Two (2) dead and three (3) wounded rebels fell into our hands, but most of their killed and wounded were dragged off the field. The wounded federal and rebels are being cared for on this ship.

Had there been another armed vessel here, I could have cut off their retreat and captured the whole command, but I did not deem it prudent to leave this point with the Lexington

I am, respectfully, your obedient servant,

HENRY BOOBY,
Acting Ensign, Commanding.

Lieut. Commander S. L. PHELPS.

Commanding 6th District, Mississippi Squadron.

OPERATIONS IN ARKANSAS AND WHITE RIVERS.—CAPTURE OF THE
 UNITED STATES STEAMER QUEEN CITY.

Letter of Captain Pennock transmitting various reports.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,
Mound City, July 4, 1864.

SIR: I beg leave to enclose herewith reports of Lieutenant Commanding George M. Bache and others, of the operations of the Tyler, Fawn, Naumkeag, and Queen City, since the 20th of June, in the Arkansas and White rivers.

I remain, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant Commander S. L. Phelps.

UNITED STATES STEAMER HASTINGS,
Off mouth of White River, July 1, 1864.

SIR: I have the honor to enclose herewith the reports of Lieutenant Commanding G. M. Bache and others, of the operations of the Tyler, Fawn, Naumkeag, and Queen City, since the 20th ultimo, in the Arkansas and White rivers.

You will observe that our information in regard to the movements of Marmaduke's army is very imperfect.

duke's force on the Arkansas was much more accurate than was supposed by those having charge of transportation in this department; and that the fleet of transports which left here on the 19th ultimo for Little Rock, under convoy, was necessarily turned back by Captain Bache, who found the enemy occupying Red Fork landing.

This fleet he convoyed to Duvall's Bluff, and on the 24th again started down White river with the intention of once more attempting to ascend the Arkansas river, having been induced to do so by General Steele, who was incredulous as to the existence of a rebel force on that stream.

When on the way down, and before reaching Clarendon, thirty miles below Duvall's Bluff, he learned of the capture of the Queen City by Shelby's force at that place. The transports were sent back to the bluff, and Captain Bache with the three gunboats proceeded at once to attack and drive the enemy from his capture, and from the river, which he accomplished in the most gallant style, after a sharp engagement, in which the enemy lost heavily. I refer you to the reports for the particulars, but invite your special attention to the excellent judgment and cool bravery which secured this handsome result, with those vulnerable craft, by placing them where shell with $\frac{1}{4}$ and $\frac{1}{2}$ second fuzes told with fearful effect.

I also desire to commend to your notice Acting Master John Rogers, commanding Naumkeag, who is a seaman, has been a good while in service, and particularly attracted the attention of Captain Bache in the fight. It is proper to add that he has uniformly performed his duty with zeal and efficiency.

It is probable that you may deem a court of inquiry necessary to investigate the circumstances attending the loss of the Queen City. Two of her officers (wounded) will go to Cairo with orders to report to you. The statement of one of them is among the enclosed papers.

The Tyler met with an accident which temporarily disabled her, but I have all the carpenters on the vessels here at work on her, and she will be ready for service in three or four days.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Commander George M. Bache.

UNITED STATES STEAMER TYLER,
Off Clarendon, Arkansas, June 28, 1864.

SIR: I communicated personally with General Steele on the 23d instant; he desired very much to get the transports up the Arkansas river, not believing, as I did, that the enemy were on the river in force. He, however, left everything to me. Not wishing that the army should think us backward in co-operation, I determined to shove them there as far as the gunboats could go, and let them trust to luck afterwards. The fleet of nine transports accordingly left Duvall's Bluff at daylight on the 24th instant, accompanied by the Tyler, Naumkeag, and Fawn. When within about ten miles of Clarendon, we picked up some men on the west bank of the river, belonging to the Queen City, who stated that that vessel had been captured by the enemy (Shelby) at 4 a. m. that morning. I immediately turned back the transports for the last time, and will now dismiss them altogether by referring you to the enclosed copy of a letter I have received to-day from Lieutenant Commander Owen, which confirms the informa-

tion I had previously received, and on which I acted in turning back the fleet on the 21st instant. At 9 o'clock we received our first information of the capture of the *Queen City*, just five hours after it occurred. I know the enemy had not much time to get anything out of her, but thought they might attempt to fight her in co-operation with the shore batteries.

When within a few miles of Clarendon, however, we heard two successive reports, which proved subsequently to have been the unfortunate *Queen City* blowing up; Shelby hearing us coming, had destroyed her. At 9.45, the boats being in the following order, viz: Tyler, Naumkeag, and Fawn, and when abreast of Cache river, the enemy opened on this vessel, putting one of his first shots through the pilot-house.

We could only reply occasionally with a bow Parrott until nearly abreast, when steaming slowly past, we gave them broadside after broadside of $\frac{1}{2}$ -second shrapnell and canister. Having passed, the Tyler rounded to, followed by the Naumkeag, and steamed up at them again. (The Fawn's pilot had been mortally wounded, and her bell arrangements carried away, which prevented her from participating again.) I am told that the rebels now exclaimed in despair, "There comes that black devil again." They had thought we intended merely running the blockade. After getting abreast of them, head up stream, (as I intended continuing the fight,) their fire was not so brisk as before, and I soon had the pleasure of seeing them skedaddling from the field, abandoning in their flight nearly everything they had captured within three hundred yards of the bank.

The enemy had six guns of their own, 10-pounder rifles, 12-pounder smooth-bores, and I think one 6-pounder; besides these, they used on us a 12-pounder Dahlgren howitzer, mounted on a field-carriage, which they had taken from the *Queen City*, and which we recaptured. The guns were in different positions, making four batteries, and, excepting the howitzer, entirely masked. The howitzer was about a hundred feet from the bank, and was fired only a few times before every one was driven from it.

The vessels, by my order, used nothing during the fight but $\frac{1}{2}$ and $\frac{1}{4}$ second shrapnell and canister from their smooth-bore guns. Shells were afterwards used in dislodging the enemy from some houses and the adjacent woods. Our fire was terrific; the trees on shore for the space of a mile are marked by our projectiles, and that *low down*. When an enemy abandons a light gun, which he has just captured, and which two men could haul away, he must have been badly used. The whole affair lasted only forty-five minutes. This vessel was hulled eleven times, doing no damage, however, beyond wounding six men, and carrying away a worthless "coffee-mill" gun. The boiler casemates stopped a 12-pound ball. The iron about the Fawn's boilers also stopped a shot.

The enemy's ammunition was defective, but few of their shells exploding. Besides the howitzer, the following articles were recaptured, viz:

- 5 boxes 12-pounder shrapnell.
- 2 boxes 12-pounder shell.
- 2 boxes 12-pounder canister.
- 2 boxes 24-pounder shell.
- 3 boxes 24-pounder shrapnell.
- 1 box 24-pounder canister.
- 5 boxes 32-pounder shell, (fuzed.)
- 2 boxes 32-pounder sponges and one rammer.
- 1 24-pounder sponge and rammer.
- 3 boarding pikes.
- 2 boats and 1 anchor, with about 30 chains.

The enemy also abandoned some of their wounded prisoners, who made their way to us. I burned a large grist and saw mill, which afforded shelter to the enemy, and a pair of timber-trucks, which might have been useful in transporting heavy pieces of artillery. The Tyler had the following men wounded, viz:

M. Leonard, boatswain's mate, head and hand; J. Dillon, seaman, contused wound of the leg; J. O'Brien, captain afterguard, contused wound of shoulder; T. Gerard, quartermaster, flesh wound of thigh; G. Lochlaum, seaman, contused wound of leg; J. Campbell, cockswain, flesh wound of thigh.

Enclosed are the reports of Captains Grace and Rogers, by whom I was well supported. Captain Rogers I would especially mention for the beautiful way he handled his vessel, and his coolness in action. I was very much pleased with the behavior of Acting Ensign Ackley and Acting Master's Mate Michael, of this ship.

I also enclose a letter from the doctor of the Queen City, in regard to the loss of that vessel; and also a list of the men whom we have picked up, and what disposition I have made of them.

The wreck of the Queen City lies about a mile below the town, in two fathoms water. She was most completely burnt and blown up, and her casemates have tumbled in on the guns, which we are now endeavoring to raise. They are all there excepting one 24-pound howitzer. The water here is falling rapidly, and the enemy threatening to come in on the bluff about St. Charles.

We want at least six gunboats to keep the river open. The force I have at present is not sufficient.

Very respectfully, your obedient servant,

GEORGE M. BACHE,

Lieutenant Commander.

Lieut. Commander S. L. PHELPS,

Commanding Seventh District, Mississippi River.

Report of Acting Master John Rogers.

UNITED STATES GUNBOAT NAUMKEAG,

Off Clarendon, Arkansas, June 27, 1864.

SIR: I have the honor to report that, in compliance with your order, we got under way from Duvall's Bluff on the morning of June 24, at 4.20 a. m., in company with the United States gunboats Tyler and Fawn, and a fleet of nine transports, bound for the Arkansas river. We proceeded down the river about thirty miles, when we met the Fawn and the headmost transport returning with the intelligence that Clarendon was occupied by a rebel force of 2,700 men, and a battery of four or five guns, under command of General Shelby, and that the gunboat Queen City had been captured. I immediately stopped until you came up for orders, when the transports returned, and we proceeded to Clarendon in line of battle—the Tyler taking the lead, Naumkeag the centre, and Fawn the rear.

At 9 a. m. the enemy opened fire upon the fleet, which was returned by us from our bow guns as soon as they would bear upon them. We followed the Tyler past the battery, giving them our broadside as we passed; after passing we rounded to, head up stream, shelling the enemy from our bow and broadside guns until they were driven from their covers.

Under the protection of the Tyler's guns, we ran into the bank, and recaptured a 12-pounder brass howitzer formerly belonging to the Queen City. We also recaptured five of her crew, two badly wounded, also her cutter and four oars. In the engagement we were struck several times. One 10-pound Parrott passed through the paymaster and executive officer's room; one 12-pound shrapnell exploding in the engineer's room. Our cutter also had two 10-pound Parrotts through her, damaging her badly; also cabin cut up with musketry.

The concussion of the guns has caused the vessel to leak badly. The eye-

bolts through the casemates are broken, (that the loop-pin of the howitzers pass through;) in fact, the whole casemate is too flimsy. The gun platforms are rotten. Our casualties are Acting Master's Mate John Dunlap, shot in the abdomen, who died of the wound the next day. He was a good officer, and respected by all that knew him; he was on the sick list when the fight commenced, but he insisted upon taking command of his division.

During the afternoon we patrolled up and down for a mile or two, and were fired upon by musketry from the woods, which we returned with $\frac{1}{2}$ -second shrapnell. At night we anchored above the mouth of Cash river. On Saturday morning, June 25, this vessel and the Fawn got under way at 10 a. m., and ran down to Clarendon; saw the enemy again in considerable force throwing up breastworks; commenced shelling them, and continued to do so until we drove them out of range of our guns. I forgot to state that Mr. Dunlap and the wounded, and others of the Queen City were put on board of the Tyler to be sent to the hospital at Duvall's Bluff. I have also saved the anchor and chain and buoy of the Queen City.

I cannot close this report without bearing testimony to the zeal and good conduct of both officers and men, for which I return them my thanks. All of which is respectfully submitted by

Your obedient servant,

JOHN ROGERS,
Acting Master, Commanding.

Lieutenant BACHE, U. S. N.,
Commanding Fleet, White River, Arkansas.

Report of Acting Master John R. Grace.

UNITED STATES STEAMER FAWN,
Off Columbus, Ark., June 27, 1864.

SIR: I have the honor to report that on the morning of the 24th of June, while on my way down White river, I met the transport Pike, which reported the capture of the United States steamer Queen City, at four o'clock a. m., by the rebels under command of General Shelby, who was reported as still occupying the place with twenty-seven hundred men and six pieces of artillery.

I received on board from the Pike, Acting Master's Mate William Eakle, Paymaster's Steward William Poor, and first class-boy William Smith; and also the following named contrabands: James Rider, Frank Brown, John Fletcher, Henry Sims, and Willis Willister; and in the afternoon I picked up, opposite Clarendon, John Stepney, all of whom escaped from the captured vessel.

After receiving the news from the Pike, I waited until the United States steamers Tyler and Naumkeag came down, when I communicated to you the intelligence; then by your orders I took my position following the Naumkeag, the Tyler taking the lead, and proceeded down the river to engage the battery. After coming within range of the enemy's guns, a heavy fire was opened upon me by artillery and infantry, which I returned with my bow and broadside guns, and continued the fire until they were driven off. In the early part of the engagement a 12-pound shrapnell entered the port shutter of the pilot-house, mortally wounding the only pilot on board, (Thomas A. Burnett,) and carrying away the bell-wires and ringing the bells, thereby causing the engineers to stop the boat directly under the battery. The paymaster then took the wheel, and after some delay, I had the bells fixed, and the boat again under way. A second shell entered the pilot-house, tearing up the floor, and throwing splinters in every direction. One came across the hurricane deck, striking the

hog-chain brace; another passed forward between the chimneys, tearing the deck, and destroying a harness cask which was standing there filled with water.

Three shells entered the casemate on the port side, disabling the crews of two guns.

A shrapnell entered the hull midships, ranging to the starboard, and then passing forward, exploding under the forecastle deck. Two shells entered the stern, one passing through the blacksmith's forge, and bursting back of the throttle valve; the other exploding over the starboard engine. One shell burst on the outside over the starboard crank, cutting in two the main hog-chain and brace.

The following is a list of casualties: * Thomas A. Burnett, first-class pilot, mortally; * George Brockhagen, quartermaster, severely; * John Bradbach, ordinary seaman, severely; * H. M. Young, seaman, severely; * Seldon Robinson, landsman, severely; * Benjamin F. Beak, landsman, mortally; John Crofford, landsman, slightly; * Vere's Jackson, ordinary seaman, slightly; George La Valley, landsman, slightly; Ed. D. O'Bryan, acting master's mate, slightly; J. H. Harris, surgeon in charge, slightly.

During the engagement the following ammunition was expended:

Sixteen 24-pounder shell.

Fifty-five 24-pounder shrapnell.

Thirty-two 24-pounder canister.

Ten 12-pounder Hotchkiss shell.

Eleven 12-pounder hollow shot.

Making a total of one hundred and twenty-four (124) rounds.

I cannot close this without bearing testimony to the general good conduct of both officers and men, who zealously performed their duties during the entire engagement.

Very respectfully, your obedient servant,

JOHN R. GRACE,
Acting Master, Commanding.

Lieutenant GEORGE M. BACHE, U. S. N.,
Commanding Squadron.

Additional report of Acting Master John R. Grace.

UNITED STATES STEAMER FAWN,
Off Clarendon, Ark., June 27, 1864.

SIR: I have the honor to report that on the morning of the 25th of June, at 10.30 a. m., being above Clarendon, I started down the river in company with the United States steamer Naumkeag. On rounding the point I saw that the rebels at Clarendon had been throwing up rifle-pits, or breast-works. On arriving within easy range, I opened on them, as did the Naumkeag, which soon drove them out of their works.

The following ammunition was expended, viz:

Twenty-three 24-pounder shell.

Fifteen 24-pounder shrapnell.

Six 12-pounder hollow shot.

Casualties none.

I am, very respectfully, your obedient servant,

JOHN R. GRACE,
Acting Master, Commanding.

Lieutenant G. M. BACHE, *Commanding Squadron.*

* Placed on board the Tyler, and sent to the United States military hospital at Duvall's Bluff.

Report of Acting Assistant Surgeon Lewis Westfall.

UNITED STATES STEAMER TYLER,
June 24, 1864.

SIR: The United States steamer *Queen City*, lying at anchor off Clarendon, was attacked this morning, between 3 and 4 o'clock, by General Shelby with two regiments of cavalry and four pieces of artillery. We were taken by surprise, no intimation of their approach being given until the firing commenced. At the first or second round the starboard engine was disabled by a shell, and the effectiveness of the port one was much injured by a piece of the same passing through the steam-pipe. After fighting fifteen or twenty minutes, the boat being completely riddled with shell and rifle balls, Captain Hickey decided to surrender her, telling officers and men they could choose between being prisoners or jumping into the water to escape.

The rebels, after robbing us of all our money, and carrying ashore the wearing apparel, removed all the small arms, most of the ammunition, a 12-pounder howitzer, and the paymaster's stores, and then set fire to the boat. They intended to take the 24-pounder and one 32-pounder to make a battery on shore, but fearing other gunboats would come before they could accomplish it, the project was abandoned.

Killed.—George Davis, seaman.

Wounded.—Acting Master M. Hickey, leg; Acting Assistant Surgeon L. Westfall, shoulder; Acting Ensign Frederick Hathaway, hip; Acting Master's Mate E. N. Wild, neck, side, and leg; Michael Ryan, fracture of skull, with hernia cerebri; Charles Blair, scalp; Charles Hunter, arm; Walter Scott, leg; George Sanderson, leg.

Prisoners.—Acting Master M. Hickey; Acting Assistant Paymaster C. S. Simms; Acting Master's Mates E. N. Wild and Joseph Pardee; Pilot Henry Porter, and about twenty seamen and contrabands. One white man and one negro were drowned.

All the rest of the officers and men escaped to the opposite shore. I did not hear General Shelby say what disposition would be made of the contrabands, but one of his officers said, he supposed they would be treated as are the rest they had captured, kill them.

Very respectfully, your obedient servant,

LEWIS WESTFALL,

Acting Assistant Surgeon U. S. Steamer Queen City.

Lieutenant GEO. M. BACHE, U. S. N.,

Commanding U. S. Steamer Tyler.

Additional report of Lieutenant Commander George M. Bache.

UNITED STATES STEAMER TYLER,
Off Clarendon, June 28, 1864.

SIR: I have the honor to inform you that, having driven Shelby from Clarendon beyond the range of our guns, I left the two light-draughts to prevent any further demonstrations by the enemy, and proceeded myself at once to Duvall's Bluff. I then put myself in communication with General Steele, requesting him to send a force to capture the guerillas.

The next day, at 2 p. m., a large force left the bluff under Brigadier General Carr in transports, conveyed by the *Tyler*. An accident happening to the *Tyler* that evening, we did not reach Clarendon until 9 a. m. on the next morning, when the troops landed at the town without opposition.

Our troops commenced skirmishing in the woods, and steadily driving the enemy before them on the cotton-plant road.

On the morning of the 25th the light-draughts discovered the enemy had thrown up a couple of breastworks during the night. They were quickly shelled out.

General Carr returned in person this evening, and reports that he pursued Shelby, who has twenty-five hundred men, to Bayou Deview, thirty miles from this point, where he gave up the chase. He found our 24-pounder howitzer abandoned in the woods about seven miles from here, also a disabled piece of the enemy very near here, and disabled and captured another piece himself, leaving Shelby now but four guns. The piece found near here must have been disabled by the gunboats.

General Carr also captured sixty wounded rebels. His force will leave again for the bluff on the 30th, as the enemy is now threatening Little Rock, and General Steele will require all his force.

While lying here we have succeeded in raising from the Queen City two 32-pounder Parrots and one 32-pounder.

This has been done with a great deal of labor. The remaining guns have fallen into her so as to preclude the possibility of raising them until the water falls more.

Very respectfully, your obedient servant,

GEORGE M. BACHE,
Lieutenant Commanding.

Lieu. Commander S. L. PHELPS,
Commanding 7th District, Mississippi Squadron.

Officers and crew of the Queen City picked up by the U. S. steamer Tyler.

Lewis Westfall, acting assistant surgeon, wounded; F. W. Hathaway, acting ensign and executive officer; Irvin Fox, acting first assistant engineer; G. W. Shallenberger, acting second assistant engineer; William P. Eakle, acting master's mate; William H. Poore, paymaster's steward; George A. Williams, surgeon's steward.

Crew.—John Carey, boatswain's mate; Charles Bowers, carpenter's mate; Wilbur F. Nevins, quarter-gunner; James Smith, quarter-gunner; S. Hilderbrand, first-class fireman; William Davis, second-class fireman; John Barber, officers' cook; Joseph Roberts, seaman; Henry F. Hazzel, seaman; Robert Smith, seaman; Charles Blair, seaman; Walter Scott, seaman; George Sanderson, seaman; T. Mooney, ordinary seaman; William F. Smith, first-class boy.

Colored.—Robert Booker, seaman; Robert Payne, ordinary seaman; Henry Roberts, landsman; John W. Smith, landsman; Frederick Buckingham, landsman; Edward Boler, landsman; Haden Johnson, landsman; A. Thompson, landsman; T. Gazter, landsman.

EXPEDITION TO EASTPORT.

Report of Captain A. M. Pennock.

UNITED STATES FLAG-SHIP BLACK HAWK,
Cairo, Illinois, October 14, 1864.

SIR: I have the honor to enclose you a report of Acting Master J. L. Bryant, commanding United States steamer Undine, received at the moment of my

departure, as announced in my despatch of this morning. The report of the officer commanding the United States steamer Key West, also engaged in the same expedition, has not been received.

I have just returned from a visit to Paducah, where I made such dispositions as will materially assist the force there in repelling any attack which may be made, but which, from the best information I could obtain, I do not anticipate.

It is my impression that the rebel General Forrest will be more likely to make an attack on Memphis, where I understand the garrison is weak. I will, therefore, proceed there without delay to make arrangements for giving it such assistance as the gunboats afford.

I have the honor to be your obedient servant,

A. M. PENNOCK,

Captain, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master John L. Bryant.

UNITED STATES STEAMER UNDINE,
Off Paducah, Ky., October 12, 1864.

SIR: I have the honor to forward the following report of an expedition from Clifton to Eastport, under command of Colonel Hoge, consisting of the 113th and 120th infantry, Illinois volunteers, 660 strong; 61st United States colored infantry, 600 strong; and battery G, 2d Missouri light artillery, (four rifled 12-pounders.) These troops embarked on the morning of the 9th instant at Clifton, Tennessee, on board the transports City of Pekin, Aurora, and Kenton, and at 1 p. m. started up the river for Eastport, Mississippi, under convoy of the United States steamer Key West and this vessel. The transports being short of fuel, we stopped for wood at several points on the river.

At 1.30 p. m., the 10th instant, we arrived off Eastport. After passing some islands ten miles below, the Key West made signals to me, "Cannot be too cautious," "And keep in close order."

On approaching Eastport everything seemed quiet; there were no intimations of troops or batteries on the hill commanding the landing, and Captain King waved to the transports to land, and took a position so as to command the roads, and came to anchor. I anchored astern of him; the troops immediately commenced disembarking.

Colonel Hoge, commanding the brigade, went on board the Key West and informed Captain King that he should move immediately for Iuka. As the colonel was returning in the Key West's gig, a masked battery of six rifled guns opened on the boats from the hill at Eastport, and three rifled guns from Chickasaw. The transports were struck several times, exploding a caisson on board the Aurora and Kenton, and setting them on fire, causing great confusion among the troops, burning several of them, and mortally wounding the captain of the Aurora. Many of the troops jumped overboard from the burning steamer. A company that had been sent out as skirmishers immediately returned towards the boat; the other troops that were forming in line on the bank broke and fled in great disorder down the river; the battery of four guns were abandoned; the transports cut their lines and drifted down stream; Aurora and Kenton disabled.

During this time the Key West and Undine were each struck twice with rifled projectiles. One shell passed down through the boiler deck of the Key West and burst in the "bag-rack," near after part of boilers; another passed through the steerage and out on the port side. This vessel had her port wheel-

rope and bell-wires cut by a shell, and also had the after steam escape pipe and hog-chain brace, near the cook's galley, shot away. One shell entered the star-board side of the boiler deck, passing through the cabin, cutting the deck and causing the splinters to fly in every direction. The gunboats returned the fire immediately, and kept it up for thirty minutes in full range of the enemy's batteries, with their shell bursting all around and over us.

On finding it evident that the enemy's force was far superior to ours, and that an effort to silence her batteries with smooth-bored guns would prove fruitless, Captain King gave orders for the gunboats to drop down out of range. The two disabled transports having now drifted out of sight, Captain King ordered me down the river to look after them, while he covered the City of Pekin in taking on board the stragglers. On reaching the vessel I found the troops and crew had succeeded in quenching the fire on the transports, but they were disabled, and I immediately returned and reported the fact to Captain King.

It was now nearly sundown, and the Key West proceeded down stream and made signals, "Follow senior officer's movements," which I did. We found the transports Aurora and Kenton drifting down stream in the Chute or Leni islands. The Kenton had temporarily repaired her steam-pipe and taken the Aurora in tow. The transports landed. The Key West anchored, and I moved alongside of her. Colonel Hoge came on board and requested Captain King to convoy him to Hamburg. The City of Pekin now took the disabled Aurora in tow, and at 6.15 p. m. we all steamed down the river. On approaching Bond's landing we discovered two houses on fire, which illuminated the river for some distance. Captain King, thinking all was not right, ordered the transports to stop, and he would go ahead and shell the woods; if he passed by safe, he would blow a long whistle for them to come on, which he did, and we again proceeded on our way. At 10.20 we passed Savannah, and at 10.35 the fog became too thick to proceed further with safety, therefore came to anchor above Coffee landing, except the Aurora, which tied up to the bank.

At 8 o'clock, in the morning of the 11th, we got under way and proceeded down the river. The Aurora had temporarily repaired her steam-pipe, and was capable of being managed under low steam. We arrived at Jacksonville at 7 p. m., the 11th instant, and I proceeded down the river, in company with the United States steamer Key West, at 9 this morning, and arrived off Paducah at sundown.

I am happy to inform you that during the engagement my officers and crew behaved gallantly and displayed coolness in every instance. Third Assistant Engineer John W. Morton was restored to duty during action, and acted with great coolness and decision. I also take great pleasure in informing you that Volunteer Lieutenant King deserves much credit for the skilful manner in which he conducted this expedition.

Very respectfully, &c.,

JOHN L. BRYANT,

Acting Master U. S. N., Commanding.

Lieut. Commander JAMES W. SHIRK,

Commanding Ninth District, Mississippi Squadron.

Additional report of Captain A. M. Pennock.

FLAG-SHIP BLACK HAWK, MISSISSIPPI SQUADRON,

Mound City, Illinois, October 30, 1864.

SIR: I have the honor to enclose you a copy of Acting Volunteer Lieutenant G. M. King's report of the attack by the rebels on Colonel Hoge's command at Eastport, Mississippi.

He was the senior officer present at the time, in command of the gunboat Key West.

The report of the second in command I forwarded on the 14th instant. These reports have both been forwarded as soon as received.

I also enclose copy of General Washburn's order to Colonel Hoge, explaining the service required of the gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,

Captain, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant G. M. King.

UNITED STATES GUNBOAT KEY WEST,
Off Paducah, Ky., October 13, 1864.

SIR: I have the honor to forward the following report of an expedition from Clifton to Eastport, under command of Colonel Hoge, consisting of the 113th and 120th Illinois infantry, (660 strong,) and the 61st United States colored infantry, (600 strong.) These troops embarked on the morning of the 9th instant, at Clifton, on board the transports City of Pekin, Kenton, and Aurora, and at 1 p. m. steamed up river for Eastport, Mississippi, under convoy of this vessel and the United States steamer Undine, Acting Master John L. Bryant, commanding. The transports being short of fuel, we stopped for wood at several points on the river.

At — p. m. of the 10th instant, we arrived off Eastport. After passing Line island, ten miles below, I made signal to Undine, "Cannot be too cautious," and "Keep in close order." On approaching Eastport everything seemed quiet; there were no indications of troops or batteries on the hill commanding the landing, and I waved to the transports to land, and took a position in mid river, so as to command the roads, and anchored with the Undine astern.

The troops commenced disembarking immediately. Colonel Hoge, commanding the brigade, came on board and informed me that he should move immediately for Iuka. As the colonel was returning to the City of Pekin in my gig, a masked battery of six rifled guns opened on the boats from the hill at Eastport, and three rifled guns from Chickasaw. The transports were struck several times, exploding a caisson on board the Aurora and Kenton, and setting them on fire. This caused great confusion among the troops, many of them jumping overboard from the burning steamers. A company that had been sent out as skirmishers immediately returned towards the boats. Other troops that were forming in line on the bank broke and fled pell-mell down the river bank. The battery of four guns was abandoned. The transports cut their lines and drifted down stream—Kenton and Aurora disabled, and City of Pekin with several shots through her. During this time the Key West and Undine were each struck twice with rifled projectiles. One plunging shell passed down through the boiler deck of this vessel, and burst in the bag-rack, near after part of boilers. Another passed through the steerage and out on the port side. The Undine had her port wheel-rope and bell-wires cut by a shell. The gunboats returned the enemy's fire immediately, and kept it up for thirty minutes, in full range of the batteries, with their shell bursting thick and fast around and over us. Seeing that I could effect nothing with smooth-bores against a battery of rifled guns, I dropped the gunboats back just out of range. The two disabled transports having now drifted out of sight around the bend, I sent the Undine down to look after them, while I covered the City of Pekin in taking on board the stragglers. The Undine returned shortly, and Captain Bryant reported that the troops and crews had quenched the fires on the transports, but they were disabled and repairing. It was now nearly sundown, and I suggested to Col-

onel Hoge that we had all better go down and look out for our disabled boats. We found them drifting down stream in the chute at Line island. The Kenton had temporarily repaired her steam-pipe, and had the Aurora in tow, and steamed with her to the right bank of the river; the City of Pekin landed also. I anchored this vessel in the chute near them, with the Undine alongside. Colonel Hoge now came on board, and requested me to convoy him to Hamburg. The City of Pekin took the disabled Aurora in tow, and at 6.15 p. m. we all steamed slowly down river. On approaching Boyd landing we discovered two houses on fire, lighting up the whole bend of the river. Fearing the enemy might have a battery planted there, I communicated with Colonel Hoge, and told him that I would move ahead, and if I got through safely would blow a long whistle. In passing down the bend I manned both sides, and kept up a warm fire, but received no response. On approaching Hamburg I again communicated with the colonel, to know if he wished to stop at that point. He answered that he wished me to proceed down river as fast as possible.

At 10.20 we passed Savannah, and at 10.35, the fog being too thick to run with safety, we anchored above Coffee landing, except the disabled Aurora, tied to the bank. At 8 o'clock, on the morning of the 11th, we proceeded down river. The Aurora had temporarily repaired her steam-pipe during the night, and was manageable under slow steam. We stopped at Clifton a short time at noon, and proceeding, arrived at Johnsonville at 7 p.m. of the 11th instant. Proceeded down river with the Undine at 9 this a. m., and arrived at Paducah at sundown.

Under the circumstances attending this affair, I think it providential that the boats escaped with so little damage, and that so few of the troops were killed and captured. With regard to the loss of the battery, I will only say, at present, that the gunboats were ready to assist in any movement the colonel commanding might have suggested for their recovery. I am fully convinced, at the same time, that any attempt in force to retake the guns would have entailed still greater loss, including the temporary or total disabling of the gunboats. I am happy to inform you that my officers and crew acted with great coolness and decision; the guns were fired rapidly and well.

Enclosed I have the honor to forward a copy of General Washburn's order to Colonel Hoge.

I am, respectfully, your obedient servant,

G. M. KING,

Acting Volunteer Lieutenant, Commanding.

Lieut. Commander JAMES W. SHIRK, U. S. N.,

Commanding 9th District, Mississippi Squadron.

Major General Washburn's instructions to Colonel Hoge.

HEADQUARTERS, Ripley, October 8, 1864.

COLONEL: As soon as you receive this, move with your infantry and artillery to Clifton, with the squadron of cavalry that takes you this, and embark at once on transports and move up to Eastport. As soon as you land at Eastport, move rapidly out to the line of railroad near Iuka, and break the road up and destroy bridges, so as to hold any trains that may be east of the break. Their depot of supplies is at Cherokee, east of Iuka. After doing this, hold Eastport until you hear from me. I think I shall reach there in about three days. The second Iuka cavalry order forward as rapidly as possible. In approaching Eastport, do so with care as not to be ambuscaded. Please show this to Captain King, gunboat Key West, and request him to convoy you and stick to you.

Respectfully yours,

C. C. WASHBURN, *Major General.*

Colonel G. B. HOGE, *Commanding Brigade.*

POTOMAC FLOTILLA.

CAPTURE OF REBELS ON ST. GEORGE'S ISLAND.

NAVY YARD, *Washington, December 1, 1863.*

SIR: Acting Volunteer Lieutenant Edward Hooker having learned that a number of rebels had assembled on St. George's island, at the mouth of the St. Mary's river, informed Brigadier General Marston of the circumstances. Eighty-five soldiers were detailed by the general, under the command of Assistant Adjutant General Lawrence, fifty of whom were embarked on board the Jacob Bell, Acting Master Shulze, and the rest in an army tug.

In the afternoon of the 22d, guard-boats being placed at the north of the island to prevent the rebel party from escaping, the soldiers were landed and commenced a search of the island, which lasted until morning, the Jacob Bell being anchored during the night on the south side of the island, to prevent an escape into Virginia.

The next morning by 11 o'clock sixty-three persons were taken, of whom the assistant adjutant general discharged thirty-two. The remaining thirty-one, consisting of rebel deserters and blockade runners, were taken to Point Lookout, and are in the possession of the army authorities.

In this expedition Rudolph Kaiser, a seaman of the Jacob Bell, unfortunately fell out of a boat and was drowned, not being able to swim. He rose to the surface but once, and lost hold of the oar extended for his relief.

I enclose herewith the certificate of his death.

I have the honor to be, with great respect, your obedient servant,

ANDREW A. HARWOOD,

Commodore, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

ENGAGEMENT WITH REBEL CAVALRY.—CAPTURE AND DESTRUCTION OF BOATS.

UNITED STATES STEAMER COMMODORE READ,
Off Pincy Point, January 9, 1864.

SIR: It having been discovered that the rebels had concealed at Nomini a large lighter and skiff, capable of containing eighty men, a force was landed there on the 5th instant from the steamers Teaser and Yankee, under the command of Acting Ensign Sheridan, which succeeded in destroying the former and capturing the latter.

While they were engaged in this, a number of rebel soldiers made their appearance on the Nomini heights, but were quickly dispersed by a well-directed fire from the gunboats.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

MISCELLANEOUS SERVICES OF THE FLOTILLA.

UNITED STATES STEAMER COMMODORE READ,
Off Piney Point, January 19, 1864.

SIR: I have the honor to inform the department that on the 12th instant, under cover of the gunboats Yankee, Currituck, Anacostia, Tulip, and Jacob Bell, which I have assigned to this duty, General Marston landed a force of cavalry and infantry on the peninsula, between the Potomac and Rappahannock rivers, and succeeded in capturing a small body of the enemy and a large number of cavalry horses.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER ELLA,
Potomac Flotilla, July 6, 1864.

SIR: I have the honor to inform the department that on the 30th ultimo, an expedition sent to Shelton's creek, on the Rappahannock river, Virginia, by Acting Volunteer Lieutenant Hooker, succeeded in destroying a salt work recently established there, with its evaporators and tanks.

A number of buildings connected with the work, with carts, wood, and grain, were burned.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER ELLA,
August 8, 1864.

SIR: I have the honor to enclose herewith a copy of a general order of the general commanding at Alexandria, in which he tenders his thanks to the officers and crew of the guard vessel at that place.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[General Order No. 29.]

HEADQUARTERS MILITARY GOVERNOR,
Alexandria, Va., July 27, 1864.

The general commanding desires to tender his thanks to the troops of his command, the armed employes of the quartermaster's department, and Acting Master Nicherson and the officers and men of the mortar-boat Adolph Hugel, for their co-operation and prompt response to his call for their aid in the defence of Alexandria.

By command of Brigadier General Slough:

Captain and Assistant Adjutant General.

EXPEDITION TO RECAPTURE THE TUG TITAN.

UNITED STATES STEAMER ELLA,
Potomac Flotilla, March 7, 1864—10 p. m.

SIR: Having been informed yesterday at 11 a. m. by Acting Volunteer Lieutenant Hooker, senior officer of the Rappahannock, that in a dense haze the tug Titan had succeeded in getting into the Piankatank, after having been chased by the United States steamer Tulip, I proceeded at once to the mouth of this river, where I arrived a little before sunset.

This morning at daylight, leaving the Yankee, Tulip, and Teaser to guard the Rappahannock, I ascended the Piankatank with the Commodore Read, Jacob Bell, Fuchsia, Freeborn, and Currituck to Freeport, the head of navigation, where I found the Titan burnt to the water's edge, the rebels having set fire to her at an early hour this morning.

After shelling the adjacent woods, I sent in a number of armed boats under Acting Ensign Nelson, who completed the work of destruction by breaking the boiler, &c, of the Titan. A metallic life-boat belonging to her was brought off, and is now on board the Commodore Read.

I was much gratified with the energy displayed by all the commanding officers of the flotilla, and by the admirable manner in which the vessels I took with me up the Piankatank were handled in that narrow and intricate river.

I have the honor to be, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

EXPEDITION TO MACHODOCK CREEK.

Report of Commander F. A. Parker.

UNITED STATES STEAMER ELLA,
Potomac Flotilla, April 15, 1864.

SIR: General Hinks, commanding at Point Lookout, having desired my co-operation in an expedition to Machodock creek, Va., on the 13th instant I detailed for this purpose the gunboats Yankee, Fuchsia, Anacostia, and Teaser, under command of Lieutenant Commander Eastman, a copy of whose report I herewith enclose.

I have the honor to be, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander T. H. Eastman.

UNITED STATES STEAMER YANKEE,
April 14, 1864.

SIR: In obedience to your order, I went on board of the Resolute, and convoyed the army steamer Long Branch, with General Hinks and a battalion of soldiers on board, leaving St. Mary's at 5 a. m. on the 13th, and arriving at Machodock creek at 8 a. m. After communicating with General Hinks, I led the

way into an anchorage, and covered the landing of the forces. Nothing was seen of the enemy except a few cavalry, thirty or forty in number, on the right side of Machodock, and they retired on the landing of four armed boats' crews from the Teaser and Anacostia, which vessels had joined me, according to orders.

In tow of these boats were two small boats of the Long Branch, carrying twelve soldiers; and as the Long Branch had come unprovided with any means of landing, I transported in our boats at this time twenty soldiers.

A large quantity of tobacco and a man named Maddox were taken in the house near the landing. Mr. Maddox was sent to the Long Branch, and most of the tobacco; five boxes of the tobacco were taken to the Teaser, and I have since delivered them to you.

I also visited Corinon bay and Nomini, but discovered nothing of importance; and on the morning of the 14th I detailed the Anacostia to assist General Hinks in transporting his force to Point Lookout, and then, with the Yankee, Teaser, and Fuchsia in company, got under way for St. Mary's, and on my way down the river I exercised this division in forming line and column, in accordance with the teachings of Parker's Squadron Tactics under steam, and I was struck with the simplicity and ease with which a squadron may be manœuvred, and also am glad to be able to say that I have the honor to be the first officer of the United States navy to record an experience in the use of that work.

I wish here to report to you, that the Yankee, Fuchsia, Teaser, Resolute, and Anacostia did all of their duties well and promptly, and especially with regard to the evolutions, the signals being answered quickly, and not a single mistake being made. I arrived at St. Mary's at 5 p. m. and reported in person to you.

Respectfully,

T. H. EASTMAN,

Lieutenant Commander, U. S. Navy.

Commander F. A. PARKER,

Commanding Potomac Flotilla.

EXPEDITION TO THE RAPPAHANNOCK RIVER.

UNITED STATES STEAMER COMMODORE READ,

Chesapeake Bay, April 22, 1864.

SIR: Having learned from various sources that the rebel government had established a ferry at Circus Point, a few miles below Tappahannock, on the Rappahannock river, and was busily engaged in collecting boats at some point on the river for the purpose of attacking the blockading vessels, I proceeded thither with a portion of this flotilla on the 18th instant, where I remained until this evening, visiting both banks of the river, and all its various creeks, (some of which I was told had not before been entered during the war,) from Circus Point to Windmill Point, with the following result: Two ferries broken up; seven large lighters, each capable of carrying one hundred men; three pontoon boats, twenty-two large skiffs and canoes, two hundred white-oak beams and knees, large enough for the construction of a sloop-of-war; five hundred cords of pine wood, and three hundred barrels of corn destroyed.

Twenty-two fine boats, (one of which is fitted for carrying small arms,) one thousand pounds of bacon, two horses, sixty bushels of wheat, a chest of carpenter's tools, and many other articles (a correct list of which will be sent to the department at an early day) brought off.

Five refugees and forty-five contrabands (men, women, and children) were received on board this vessel and landed in Maryland, with the exception of five stout fellows, whom I shipped.

At Bohler's Rocks, on the south side of the Rappahannock, the landing of

our men was opposed by a large force of cavalry, (said to be 500.) which was kept at bay by the fire of the Eureka, commanded by Acting Ensign Halleck, and a howitzer launch, in charge of Acting Master's Mate Eldridge. Acting Master W. T. Street, who had charge of this expedition, showed good judgment, and proved himself a valuable and efficient officer. He speaks highly of Acting Ensign Roderick and Acting Master's Mate Borden, who accompanied him on shore.

In Parrot's creek eight seamen, led by Acting Ensign Nelson, chased six of the rebel cavalry. Yesterday afternoon, as the Eureka got within thirty yards of the shore, just below Urbanna, where I had sent her to capture two boats hauled up there, a large number of rebels, lying in ambush, most unexpectedly opened on her with rifles and a piece of light artillery. Thus taken by surprise, Acting Ensign Halleck displayed admirable presence of mind, and I think not more than five seconds had elapsed before he returned the fire from his light 12-pounder and with small arms; and although the little Eureka, with officers and men, has but sixteen souls on board, for some ten minutes (during which time the fight lasted) she was one sheet of flame, the 12-pounder being fired as fast as a man would discharge a pocket pistol.

The rebels were well thrashed, and I think must have suffered considerably. They fortunately fired too high, so that their shells and bullets passed over the Eureka without injury to the vessel or crew. It was quite a gallant affair, and reflects a great deal of credit upon the officers and men of the Eureka, a list of whom I herewith enclose.

This morning, observing a party of eighteen men at a distance of about two miles from this ship, with muskets slung over their backs, crawling on their hands and knees to get a shot at some of our men then on shore, I directed a shell to be thrown at them from a 100-pounder Parrott gun, which struck and exploded right in their midst, killing and wounding a large number of them, as only four were seen after the explosion, who were, as might be supposed, running inland at the top of their speed.

Lieutenant Commander Eastman, who had the detailing of the various expeditions, well sustained, in the performance of this duty, the reputation he had already acquired as an officer of marked energy and ability.

I have it from the best authority that the rebels have placed torpedoes in the Rappahannock just above Bohler's Rocks, where this flotilla was anchored, off Fort Lowry, off Brooks's barn, opposite the first house above Leedstown, and at Layton's, somewhat higher up. All these are on the port hand going up; others are said to be placed at various points in the river from Fort Lowry to Fredericksburg. They have also been placed in the Piankatank river and in many of the creeks emptying into the Chesapeake bay.

I have the honor to be, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

DESTRUCTION OF TWO THOUSAND BUSHELS OF GRAIN.

UNITED STATES STEAMER ELLA,
Potomac Flotilla, May 3, 1864.

SIR: I have the honor to report to the department that on the 27th ultimo Acting Master Hill, commanding the United States steamer Currituck, succeeded

in destroying two thousand bushels of grain which was in process of transportation to Richmond.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

EXPEDITION TO CARTER'S CREEK.

UNITED STATES STEAMER ELLA,

Potomac Flotilla, May 3, 1864.

SIR : I have the honor to report to the department that on the 29th ultimo an expedition, under the command of Acting Volunteer Lieutenant Hooker, was sent to Carter's creek, and succeeded in destroying eleven boats and canoes, a large quantity of grain, and a number of log-huts, said to have been used as barracks by the rebel soldiers. In approaching these Acting Master Street, who had charge of the landing party, consisting of twenty-five seamen, fell in with a company of rebel cavalry, who, doubtless, mistaking his force for the advance guard of a much larger one, put spurs to their horses and fled. Contrabands report that they had previously destroyed a large number of commissary stores provided for their subsistence.

Lieutenant Hooker seems to have well planned the expedition, and Acting Master Street displayed boldness and decision in carrying it out.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

OPERATIONS IN THE RAPPAHANNOCK RIVER.

Rebels planting torpedoes in Butler's Hole, &c.

[Telegram.]

ST. MARY'S, May 11, 1864.

The Freeborn broke her piston-follower last night on her way to the Rappahannock, and had to be towed back to this place. I have just returned from consultation with Lieutenant Hooker; have directed him to proceed to Bohler's Rocks, a few miles below Tappahannock, and thence to communicate to me all the information he can procure about the torpedoes in the Rappahannock. Am quite sure he can get to Bohler's Rocks without injury. I am preparing torpedo-catchers for all the vessels of the flotilla, and shall be ready to go to Fredericksburg whenever necessity may require.

Lieutenant Commander Babcock sent word to me last night from York river that the rebels would endeavor to place torpedoes in Butler's Hole, the rendezvous during the day of the vessels blockading the Rappahannock. I think I know where the men engaged in this business live, and if I can get army co-

operation from Point Lookout, will endeavor to capture them to-night. The peninsula, between the Rappahannock and Piankatank rivers, is a guerilla haunt, which I would effectually break up had I one hundred marines.

FOXHALL A. PARKER,

Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

Gunboats sent to Fredericksburg.

[Telegram.]

ST. MARY'S, *May, 1864.*

I have sent the Freeborn, Fuchsia, and Yankee to Fredericksburg, under command of Acting Volunteer Lieutenant Hooker, agreeably to orders of the department. In anticipation of this service, I have been for the last week preparing torpedo-fenders for the Fuchsia and Freeborn, which I trust will protect them from injury. The Yankee is ordered to bring up the rear, and the Fuchsia, which will be in the advance, will drag a grapnel astern of her. Hooker is a very careful officer, but the service is a very hazardous one, as information lately received from the Rappahannock leads me to believe that there are torpedoes off Urbanna, Union Wharf, Bohler's Rocks, Circus Point, Fort Lowry, Tappahannock Leeds, five miles below Port Royal, and at Port Royal. If a body of troops were sent from Fredericksburg, on the south bank of the river, to meet our advancing vessels, I think it would be well.

FOXHALL A. PARKER, *Commander.*

Hon. GIDEON WELLES,

Secretary of the Navy.

Picking up rebel torpedoes.

[Telegram.]

ST. MARY'S, *May 12, 1864.*

The gunboats in the Rappahannock have exploded several torpedoes; picked up four safely near the mouth of the river, and are working on.

F. A. PARKER.

Hon. GIDEON WELLES,

Secretary of the Navy.

EXPEDITION AGAINST REBELS NEAR URBANNA.

UNITED STATES STEAMER ELLA,

Navy Yard, Washington, May 16, 1864.

SIR: Information having reached me on the afternoon of the 11th instant that a party of rebels in the vicinity of Urbanna were engaged in placing torpedoes in the Rappahannock and Piankatank rivers, I determined to attack them without delay, and for this purpose asked army co-operation of Colonel Draper, commanding at Point Lookout who not only furnished three hundred infantry (colored) and fifteen cavalry, but took command of them in person.

This force, with the addition of a howitzer and thirty-five seamen, under the command of Acting Master Street, scoured the peninsula between the Rappahannock and Piankatank, and Mobjack bay, from the morning of the 12th to the night of the 13th instant, while Acting Volunteer Lieutenant Hooker, during this time, with the boats of the Yankee, Currituck, and Fuchsia, swept for torpedoes in the rivers and creeks. The result is, that eleven of the rebels were killed, including their leader, Acting Master Maxwell, ten taken prisoners, and a large number wounded; a grist-mill, with an immense quantity of grain, burned, thirty boats destroyed, many mules and beeves brought off, four torpedoes exploded, and six taken up, and four kegs of powder captured.

Of our soldiers, one was killed and five wounded.

Colonel Draper speaks in high terms of Acting Master Street, and the seamen who accompanied him on shore.

I have the honor to be your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

RAPPAHANNOCK RIVER IS CLEARED AND PATROLLED.

[Telegram.]

FREDERICKSBURG, *May 19, 1864.*

Here all right at 2 p. m. The river is clear and patrolled.

E. HOOKER, U. S. N.,

Commanding 1st Division, Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

ARRIVAL OF ACTING VOLUNTEER LIEUT. HOOKER AT FREDERICKSBURG.

[Telegram.]

ST. MARY'S, *May 19, 1864.*

Hooker has reached Fredericksburg without injury to vessel or men. I think the river perfectly safe for transports, as it is patrolled by gunboats, and especially if the army guard the south side from Fredericksburg to Port Royal.

F. A. PARKER, *Commander.*

Hon. GIDEON WELLES,

Secretary of the Navy.

CONVOYING ARMY TRANSPORTS UP THE RAPPAHANNOCK.

[Telegram.]

ST. MARY'S, *May 20, 1864.*

Your telegraphic order with regard to convoying transports up the Rappahannock river has been received and obeyed.

F. A. PARKER,

Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

DESCRIPTION OF THE REBEL TORPEDOES IN THE RAPPAHANNOCK.

UNITED STATES STEAMER KING PHILIP,
Blakistone Island, May 21, 1864.

SIR : I have the honor to forward herewith a copy of a report of Lieutenant Commander Eastman, in relation to the construction of the torpedoes lately removed from the Rappahannock river; and the manner of using them, as demonstrated by the explosion of one of them in the St. Mary's river, on the 18th instant, by my order.

Very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MATTHEW BASSER,
May 18, 1864.

SIR : In obedience to your order, I report the following experience in the use of a torpedo, taken from the rebels in the Rappahannock river :

The torpedo is a cylindrical tin vessel, with a second small cylinder at the top, and with three apertures ; one on the side and bottom for the purpose of receiving the powder, which apertures are afterwards closed with a gutta-percha wad, and on the wad outside is a covering of beeswax and tallow.

The other aperture is at the top, and is for the purpose of receiving a friction primer, which is put in first, and the aperture then made water-tight by filling in with beeswax and tallow mixed.

The friction primer is attached to the end of a wire, which extends from the outside to the centre of the vessel, so that the primer lays in the middle of the powder always.

To prevent the primer from having any lateral motion, three wires are soldered on to the sides of the vessel, and join in the middle nearly, so that the primer may pass through their bent ends without danger of catching or moving.

The small cylinder at the top of the torpedo is covered with a tin cap, so as to hold the pulling line and prevent it from being touched until the torpedo is sunk, at which time the cap is removed and the line led out to the shore.

The torpedo holds about fifty pounds of fine priming powder, and I enclose herewith a diagram showing dimensions, &c.

After informing myself thoroughly as to the manner of using this new weapon (by carefully opening one) I exploded another in the following manner:

Having attached a sinking weight to the two handles, which are on the sides, I pulled with a small boat into the channel, and then ran my line ashore, and after this was done I carefully removed the tin cap and lowered the torpedo, in three fathoms water.

The boat was then pulled ashore, and the line pulled from about fifty yards back in the bushes, when, without any noise, a column of water sixty feet high and five feet in diameter was thrown up, and, covering the woods with sprays, fell, sending a circular wave, about one foot high, to the surrounding shores.

The appearance was grand, and if a ship was directly over one of these torpedoes she would in all probability be sunk ; but if alongside (except receiving a quantity of water on deck) I do not believe she would be injured.

With the information gained, I feel confident to use the remaining torpedoes against the rebels, whenever it is required of us.

Respectfully,

T. H. EASTMAN,

Lieutenant Commander, United States Navy.

Commander FOXHALL A. PARKER,

Commanding Potomac Flotilla.

RAPPAHANNOCK RIVER OPENED FROM FREDERICKSBURG TO ITS MOUTH.

UNITED STATES STEAMER ELLA,
Navy Yard, Washington, May 26, 1864.

SIR: I have the honor to report to the department that the Yankee, Fuchsia, and Bell reached Fredericksburg on the 19th instant, since which time the Rappahannock river has been open for transports from its mouth.

As the gunboats were compelled to ascend the river, by my instructions, with their torpedo fenders down, and to send flanking parties ashore, and boats ahead (to sweep for torpedoes) in the narrow and shallow parts of it, their progress was necessarily slow, but they had the satisfaction of reaching Fredericksburg without the loss of a man; the only injury sustained being the breaking of five buckets of the Yankee's starboard wheel by striking a rock.

So impressed were the rebels with our operations on the 12th and 13th instant, as detailed in my report of the 16th instant, (No. 89,) that, according to the statement of refugees, they immediately thereafter, to prevent their falling into our hands, either exploded or removed all the torpedoes which they had placed in the river above Bohler's Rocks.

In Acting Volunteer Lieutenant Hooker, commanding first division, Potomac flotilla, who conducted the advance to Fredericksburg, the government possesses a most valuable officer.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

PORT ROYAL, VIRGINIA, EVACUATED.

[Telegram.]

PORT ROYAL, VIRGINIA, *May 30, 1864.*

Port Royal has been evacuated by the army. I am about moving down the river with General Abercrombie, protecting the rear of, and convoying, the transports.

F. A. PARKER,

Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

ST. MARY'S, *June 2, 1864.*

I have just arrived from Port Royal, which was evacuated last evening. All the transports reached the mouth of the Rappahannock in safety.

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

CONTRABANDS TAKING REFUGE ON VESSELS OF THE FLOTILLA.

UNITED STATES STEAMER COMMODORE READ,
St. Mary's River, June 2, 1864.

SIR: I have the honor to inform the department that in the Rappahannock one hundred and sixteen contrabands (men, women, and children) took refuge on board the vessels of this flotilla, who were landed at Point Lookout, Maryland.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

DESTRUCTION OF THE WRECK OF THE UNITED STATES STEAMER SATELLITE.

Letter of Commander Parker, transmitting report of Lieutenant Commander Eastman.

UNITED STATES STEAMER COMMODORE READ,
Port Royal, Virginia, May 31, 1864.

SIR: I have the honor to enclose herewith a copy of a report just received from Lieutenant Commander Eastman.

I am, sir, &c.,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander T. H. Eastman.

UNITED STATES STEAMER COMMODORE READ,
Port Royal, Virginia, May 31, 1864.

SIR: In obedience to your orders, I examined the wreck of the United States steamer Satellite, and report her as entirely destroyed, except her boiler, which was in a good condition, and it was evident, from its position on the side of the vessel, that the rebels had been at work getting it ashore, and were prevented from succeeding by your advance division of gunboats.

As it was not practicable to bring it away, I placed in it one of the torpedoes captured from the rebels, containing fifty pounds of powder, and exploded it successfully, tearing the boiler into strips, and breaking up what remained of the wreck.

I also brought off sixty fathoms of a heavy iron cable, and an anchor weighing one thousand pounds, which, I think, the rebels intended to stretch across the channel, as one end of the cable was fast to a heavy spile near the shore.

Respectfully,

T. H. EASTMAN,
Lieutenant Commander.

Commander FOXHALL A. PARKER,
Commanding Potomac Flotilla.

EXPEDITION TO THE NORTHERN NECK OF VIRGINIA.

Letter of Commander Parker, transmitting letter of Colonel A. G. Draper.

UNITED STATES STEAMER ELLA, POTOMAC FLOTILLA,
June 29, 1864.

SIR: I have the honor to enclose to the department a copy of a letter just received from Colonel A. G. Draper, in reference to the co-operation of the flotilla with the forces under his command, in their late expedition to the northern neck of Virginia, and to the south side of the Rappahannock, in the vicinity of Rappahannock. Acting Volunteer Lieutenant Hooker is the "senior officer present" spoken of by Colonel Draper.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Colonel A. G. Draper to Commander F. A. Parker.

HEADQUARTERS ST. MARY'S DISTRICT,
Point Lookout, Maryland, June 22, 1864.

SIR: I have the honor to acknowledge the signal services rendered by the flotilla under your command, in the recent expedition to Virginia by the combined naval and army forces, the army portion of which was under my command.

The very important assistance rendered by the flotilla, and the cheerful co-operation of all the officers of the different vessels, require more than an ordinary acknowledgment from me; for, not content with performing the usual service of naval vessels in similar circumstances, they allowed their gunboats to be used for the transportation of captured property which could not be put upon the transports, thereby subjecting themselves to great inconvenience and annoyance. Denying themselves needful rest and sleep, they labored night and day, assisting in the embarkation of captured property, and aiding the army in every possible way.

It would be impossible to overestimate the valuable assistance rendered by the gunboats, in covering our different landings, and in shelling the enemy, who frequently threatened to attack the land forces during the difficult operation of embarking.

My thanks are especially due to the senior naval officer present, for his courtesy, thoughtfulness, and constant co-operation.

Accept, sir, the assurance of my profound regard, and permit me to remain, with much respect, your obedient servant,

ALONZO G. DRAPER,

Colonel U. S. Colored Troops, Commanding District.

Commander FOXHALL A. PARKER,

Commanding Potomac Flotilla.

GUNBOATS SENT UP GUNPOWDER RIVER, &c.—DESTRUCTION OF GUN-
POWDER BRIDGE.

[Telegram.]

WASHINGTON NAVY YARD, *July 11, 1864.*

The Currituck has reached Havre de Grace; Teaser, Gunpowder bridge; Fuchsia, Bush bridge.

F. A. PARKER,

Commander, United States Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

WASHINGTON NAVY YARD, *July 11, 1864.*

The Bibb has left for Gunpowder river.

F. A. PARKER, *Commander.*

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

WASHINGTON NAVY YARD, *July 16, 1864.*

The commanding officer of the Teaser reports that when he reached Gunpowder river, on Monday last, he found the bridge in flames. Not being able to get to the bridge, he sent two armed boats' crews to it, who landed, but found no enemy.

F. A. PARKER,

Commander, United States Navy

Hon. GIDEON WELLES,

Secretary of the Navy.

ENGAGEMENT AT THE MOUTH OF YEOCOMICO RIVER.

UNITED STATES STEAMER DON, POTOMAC FLOTILLA,

September 24, 1864.

SIR: On the night of the 16th instant one of the boats of the United States steamer Currituck, while in search of blockade runners, at the mouth of Yeocomico river, was fired into from shore. William King, captain of hold, was

instantly killed, and George H. McNeil, landsman, severely wounded. The fire was promptly returned from the boats and the Currituck, and Acting Ensign Nelson, who commanded the boat, reports that a shell exploded in the midst of the shore party.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

DESTRUCTION OF BOATS OPPOSITE CHARLES COUNTY, MARYLAND.

UNITED STATES STEAMER DON, POTOMAC FLOTILLA,

September 27, 1864.

SIR: I have the honor to report that, in obedience to the order of the department of the 1st instant, I have destroyed seventeen boats on the Virginia shore, opposite Charles county, Maryland. A company of cavalry destroyed all boats on the Maryland side of the river some ten days ago.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

EXPEDITION TO CAPTURE A COMPANY OF REBEL CAVALRY.

Letter of Commander Parker, transmitting report of Acting Volunteer Lieutenant Hooker.

UNITED STATES STEAMER DON, POTOMAC FLOTILLA,

October 15, 1864.

SIR: I have the honor to enclose herewith a copy of a duplicate report just received from Acting Volunteer Lieutenant Hooker, the original, which he says he forwarded to me in July last, not having reached me.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant Edward Hooker.

UNITED STATES STEAMER COMMODORE READ,

Wicomico River, Virginia, July 4, 1864.

SIR: A day or two ago I received information that a company of guerilla cavalry was about being formed in the lower part of the neck between the Rappahannock and Potomac rivers. Having learned the names of some of the citizens engaged in the movement, I last night sent an expedition of forty-five

men and four officers, under the command of Acting Master Street, to try and capture some of them. This party was taken into Dividing creek by the Freeborn and Bell, with orders to land the men at early daylight, to join me in the Great Wicomico, the distance across being about six miles. The landing was made at 10 p. m. The Freeborn, however, unfortunately disabling her rudder in leaving the creek, and being obliged to anchor off the bar, by which accident the arrival of the Bell was delayed. With the Read and Fuchsia I proceeded to the Wicomico river, where I landed twenty men, under Acting Ensign Shurtleff, to co-operate with the detachment from below, should they need assistance.

The expedition was not as successful in captures as I had hoped it would be. I, however, have Thomas Bell, a captain in the confederate army, and the same man who murdered a cavalry officer when Kilpatrick's forces were in this region, about a year and a half ago; also his young brother, a lieutenant in the guerilla company.

The expedition arrived in safety on the banks of Mill creek, at which place I was to take them off; my boats from below not having arrived, the embarkation was made more difficult. While embarking the men, two of the Fuchsia's men, Dennis Murphy, quartermaster, and John Loyd, seaman, stole away from the party and secreted themselves in some place, taking their arms with them. As soon as missed, a party was sent in search of them, and while searching, three of the party were intercepted by a cavalry force of about twenty men, and two of the number, Simon Tenvillager, coal-heaver, and Joseph Willet, landsman, both from the Fuchsia, were captured, they being completely surprised in doing so.

The cavalry company forming now numbers, I am informed, one hundred men, and as many more (it is said) will be added soon. As yet they have no thorough organization, but are being formed by a Captain Ewbank, of the regular confederate cavalry.

At 10 a. m. the remainder of the party were embarked safely, and soon after, the cavalry coming within range of our guns, I dispersed them with my 100-pounder rifle, throwing several shells into their midst, but with what effect I am unable to say. Subsequently Captain Ewbank, under flag of truce, offered to exchange two of the sailors for the officers in my hands, man for man, an offer which I at once declined.

Very respectfully, your obedient servant,

EDWARD HOOKER,

Acting Volunteer Lieutenant, United States Navy,

Commander F. A. PARKER,

Commanding Potomac Flotilla.

DISPERSION OF REBEL SOLDIERS ON THE WICOMICO AND RAPPAHANNOCK RIVERS.

UNITED STATES STEAMER DON, POTOMAC FLOTILLA,

October 28, 1864.

SIR: The houses on Fleet's Point, in the Great Wicomico river, Virginia, having been frequently used as a shelter by the home guards of Northumberland county, from which to fire upon the boats of the blockading vessels, and two volleys of musketry having come from thence only a week ago at some officers belonging to the Commodore Read, while engaged in fishing, I landed a small force there on the 25th instant and burned the houses, (three in number) to the ground, with their barns and out-buildings.

On the 26th and 27th instant I made a reconnoissance of the Rappahannock to within a few miles of Port Royal. On the 26th a boat belonging to this vessel was fired upon, and on the 27th several bullets from the heights above Rappahannock struck the Yankee. In each instance a few shell put the assailants to flight.

I have the honor to be, very respectfully, your obedient servant,

FOXHALL A. PARKER,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

SINKING OF THE ALABAMA.---CAPTURE OF THE GEORGIA AND FLORIDA.

DESTRUCTION OF THE ALABAMA BY THE KEARSARGE.

Report of Captain John A. Winslow.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 19 p. m., 1864.

SIR: I have the honor to inform the department that the day subsequent to the arrival of the Kearsarge off this port, on the 24th instant, I received a note from Captain Semmes, begging that the Kearsarge would not depart, as he intended to fight her, and would delay her but a day or two.

According to this notice, the Alabama left the port of Cherbourg this morning at about 9.30 o'clock. At 10.20 a. m. we discovered her steering towards us. Fearing the question of jurisdiction might arise, we steamed to sea until a distance of six or seven miles was attained from the Cherbourg breakwater, when we rounded to and commenced steaming for the Alabama.

As we approached her, within about twelve hundred yards she opened fire, we receiving two or three broadsides before a shot was returned. The action continued, the respective steamers making a circle round and round at a distance of about nine hundred yards from each other. At the expiration of an hour the Alabama struck, going down in about twenty minutes afterwards, carrying many persons with her.

It affords me great gratification to announce to the department that every officer and man did their duty, exhibiting a degree of coolness and fortitude which gave promise at the outset of certain victory.

I have the honor to be, most respectfully, your obedient servant,
JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of casualties.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 20, 1864.

SIR: I enclose herewith the surgeon's report of the casualties on board this vessel in the late action with the Alabama.

Although we received some twenty-five or thirty shots, twelve or thirteen taking effect in the hull, by the mercy of God we have been spared the loss of any one life, whereas in the case of the Alabama the carnage, I learn, was dreadful.

The ships were about equal in match, the tonnage being the same. The Alabama carrying one 100-pounder rifle, with one heavy 68-pounder, and six broadside 32-pounders. The Kearsarge carrying four broadside 32-pounders, two 11-inch, and one 28-pounder rifle—one gun less than the Alabama.

The only shot which I fear will give us any trouble is one 100-pound rifle, which entered our stern-post, and remains at present unexploded.

It would seem almost invidious to particularize the conduct of any one man

or officer in which all had done their duty with a fortitude and coolness which cannot be too highly praised, but I feel it due to my executive officer, Lieutenant Commander Thornton, who superintended the working of the battery, to particularly mention him for an example of coolness and encouragement of the men while fighting, which contributed much towards the success of the action.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, France, afternoon, June 19, 1864.

SIR: I report the following casualties resulting from the engagement this morning with the steamer Alabama:

John W. Dempsey, quarter-gunner, compound comminuted fracture of right arm, lower third, and forearm. Arm amputated.

William Gowin, ordinary seaman, compound fracture of left thigh and leg. Seriously wounded.

James Macbeth, ordinary seaman, compound fracture of left leg. Seriously wounded.

I am, very respectfully, your obedient servant,

JOHN M. BROWNE,

Surgeon, United States Navy.

Captain JOHN A. WINSLOW,

Com'dg U. S. Steamer Kearsarge, Cherbourg.

Congratulatory letter from the Secretary of the Navy.

NAVY DEPARTMENT, *July 6, 1864.*

SIR: Your very brief despatches of the 19th and 20th ultimo, informing the department that the piratical craft Alabama, or "290," had been sunk on the 19th of June, near meridian, by the Kearsarge, under your command, were this day received. I congratulate you on your good fortune in meeting this vessel, which had so long avoided the fastest ships, and some of the most vigilant and intelligent officers of the service; and for the ability displayed in this combat you have the thanks of the department.

You will please express to the officers and crew of the Kearsarge the satisfaction of the government at the victory over a vessel superior in tonnage, superior in number of guns, and superior in the number of her crew. The battle was so brief, the victory so decisive, and the comparative results so striking, that the country will be reminded of the brilliant actions of our infant navy, which have been repeated and illustrated in this engagement.

The Alabama represented the best maritime effort of the most skilled English workshops. Her battery was composed of the well-trying 32-pounders of fifty-seven hundred weight, of the famous 68-pounder of the British navy, and of the only successful rifled 100-pounder yet produced in England. The crew were generally recruited in Great Britain, and many of them received superior training on board her Majesty's gunnery ship, the Excellent.

The Kearsarge is one of the first gunboats built at our navy yards at the commencement of the rebellion, and lacks the improvements of vessels now

under construction. The principal guns composing her battery had never been previously tried in an exclusively naval engagement, yet in one hour you succeeded in sinking your antagonist, thus fully ending her predatory career, and killed many of her crew, without injury to the Kearsarge or the loss of a single life on your vessel. Our countrymen have reason to be satisfied that in this, as in every naval action of this unhappy war, neither the ships, the guns, nor the crew have been deteriorated, but that they maintain the abilities, and continue the renown, which ever adorned our naval annals.

The President has signified his intention to recommend that you receive a vote of thanks, in order that you may be advanced to the grade of commodore.

Lieutenant Commander James S. Thornton, the executive officer of the Kearsarge, will be recommended to the Senate for advancement ten numbers in his grade, and you will report to the department the names of any others of the officers or crew whose good conduct on the occasion entitles them to especial mention.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN A. WINSLOW, U. S. N.,
Com'dg U. S. Steamer Kearsarge, Cherbourg, France.

Report of the executive officer and others of the Kearsarge.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to enclose herewith reports of the executive officer, chief engineer, boatswain, and gunner of this vessel, with a copy of log-book containing minutes of the action.

I fully coincide in the recommendations of the executive officer, and such cases as deserve special reference to will be subject of future communication.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER KEARSARGE,
Port of Cherbourg, June 21, 1864.

SIR: I have the honor to forward you the reports of the damage sustained in the different departments of this vessel during the recent action with the Alabama.

In connexion with this engagement, I take great pleasure in informing you officially that the conduct of both men and officers equalled in every respect my most sanguine expectations. In the gun divisions the utmost coolness prevailed throughout the action; the details of the manual of exercise being as carefully attended to as if in ordinary exercise, and to this cause may be attributed the excellent condition of the guns and gear after a rapid firing of an hour's duration. The powder division received my particular attention, and important service was promptly and thoroughly rendered. The circumstances under which the battle was fought afforded no opportunity of displaying special acts of individual heroism; but, while every man and boy in the ship displayed the utmost coolness, zeal, and courage, there were some who, by their position and peculiar duties, attracted special attention and deserve special mention.

The marines fought the rifle gun upon the topgallant forecastle, under the charge of Acting Master's Mate Charles H. Danforth. The action on our part was commenced by this gun, and its fire was rapid and effective throughout. The high reputation of their service was nobly sustained by the marine guard of this ship. The boatswain, James C. Walton, was observably active and efficient. Gunner F. A. Graham's duties were all performed efficiently, and merit commendation. The carpenter's mate, Mark G. Ham, is well known to you, sir, as a faithful and competent man. His conduct in the battle was distinguished by the cool and intelligent performance of his duties. It is unnecessary for me to call your attention to the officers commanding the gun or master's divisions, as their duty was performed under your own eye. I am happy to commend Acting Master's Mate Ezra Bartlett, in charge of the shell supply, for his coolness and efficiency.

In the surgeon's department every arrangement that experience or humanity could suggest was made for the comfort of the wounded.

Fortunately we have but three of our own crew in that condition; but after the action, the wounded of the enemy, numbering fifteen persons, were consigned to the care of Surgeon J. M. Browne, who was entirely without professional assistance. The duties of his department were thereby rendered extremely arduous, but were coolly and successfully performed.

William Gowin, ordinary seaman, was severely wounded by the explosion of a shell. He dragged himself to the forward hatch, refusing to allow the men to leave his gun for the purpose of assisting him. His cheerful willingness to sacrifice his life for victory's sake was expressed in terms that animated and encouraged others. John W. Dempsey, quarter-gunner, wounded at the same time, losing an arm, displayed similar heroism. James McBeth, ordinary seaman, another of the wounded men, displayed both courage and patience. All the men on the sick list voluntarily went to their quarters and rendered such service as they were able to perform.

The engineer's division was admirably and efficiently conducted, under the command of Chief Engineer W. H. Cushman. Sidney L. Smith and Henry McConnell, third assistant engineers, were stationed on deck, and their conduct came immediately under my observation. It was distinguished by coolness and vigilance. The other assistants, Mr. W. H. Badlam and Mr. F. L. Miller, were on duty in the engine and fire rooms, and, judging from the prompt manner in which the orders from the deck were executed, I know that their duties were creditably performed. The ship is indebted to Paymaster J. A. Smith for efficient service during the action. His clerk, Mr. D. B. Sargent, performed his duty on deck in the third division. The orderly sergeant, C. T. Young, the master-at-arms, Jason R. Watrous, also deserve special mention for admirable performance of their duty. I will hand to you the names of those men specially mentioned by divisional officers as soon as I receive them.

In conclusion, sir, let me congratulate you on the success of your plan of battle, and compliment you on the skill and judgment displayed in its execution.

I am, sir, very respectfully, your obedient servant,

JAMES S. THORNTON,

Lieutenant Commander and Executive Officer.

JOHN A. WINSLOW, *Captain,*

Commanding U. S. Steamer Kearsarge.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, June 21, 1864.

SIR: I respectfully report that the only injury received in the engine department during our engagement with the Alabama on the 19th instant

was to the smoke-pipe, which was perforated through both sections by a 100-pound rifle shell, which exploded as it was coming through, tearing out a ragged hole of about three feet in diameter, carrying away three of the chain guys; and to the top of engine-room hatch, which was cut completely through and across by a shell. I would further report that all the assistant engineers, and the firemen and coal-heavers, behaved with perfect coolness, and were attentive to their duty through the action; and that, by the self-possession and attention of Second Assistant Engineer Wm. H. Badlam in the management of the engines, Third Assistant Engineer Fred. L. Miller, in charge of the boilers, Third Assistant Engineer Sidney L. Smith, on deck, at the fire and hot-water hose, and Third Assistant Engineer Henry McConnell, at the engine signal-bell, the efficiency of the engine department is to be attributed. I would also mention First-class Fireman Joseph Dugan for his coolness and competency in assisting Mr. Miller in fire-room; First-class Firemen, Jerry Young, Wm. Smith, Benjamin H. Blaisdall, Wm. H. Donnelly, in assisting Mr. Badlam in charge of the engines; and First-class Fireman True W. Priest, for quickness and attention in charge of the after fire-hose during the alarm of fire in the action.

Very respectfully,

WM. H. CUSHMAN,
Chief Engineer.

Captain JOHN A. WINSLOW, U. S. N., *Commanding.*

UNITED STATES STEAMER KEARSARGE,
Cherbourg, June 20, 1864.

SIR: I respectfully submit to you a statement of injuries sustained by the United States steamer Kearsarge in her hull, sails, rigging, &c., during our late engagement with the rebel steamer Alabama on the 19th instant, off this port.

In hull. One shot in starboard gangway; cut chain and bruised plank. One shell under waist gun; cut chain and exploded, cutting outside planking. One shell under starboard main channels; cut off chain-plate, going through and exploding. One 32-pounder solid shot; entered forward of forward pivot port; shot lodged inside, crushing water-ways. One 100-pounder rifle shell; lodged in stern-post. One shell through top of the engine-house. One shell through port netting, abreast main rigging. One shot and two shells through port netting, forward of mizzen rigging. One shell through smoke-stack, exploding inside stack. Two shots through tafrail. One shot through netting, forward of mizzen rigging on starboard side.

In sails. Spanker badly torn by shell.

In rigging. Fore-topmast backstay cut away. One shroud in main rigging cut away. One screw in port main rigging. Starboard main-topmast backstay cut away. After shroud, starboard side of the main-topmast rigging. Starboard swifter of mizzen rigging. One screw in port main rigging. One plate in starboard main channels.

Boats. Third cutter, one shot through bottom; starboard gunwale shot away. Gig, badly shattered.

The spars are all in good order.

Respectfully,

J. C. WALTON, *Boatswain.*

J. S. THORNTON,

Lieutenant Com'dr and Executive Officer.

Number of shots and shells which struck the ship in various places, 28.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, June 20, 1864.

SIR: I respectfully submit the following report of the expenditure of ordnance stores on board of this ship during the engagement with the rebel steamer Alabama on 19th instant:

55 15-pound service charges; 55 11-inch 5-second shell; 60 6-pound service charges; 18 32-pounder 5-second shell; 42 32-pound solid shot; 48 2½-pound service charges, rifle; 48 rifle percussion shell; 100 friction primers; 240 percussion primers.

Fixed ammunition for boat howitzer: 9 shrapnell, Bormann fused; 1 canister.

Recapitulation.

Duration of action, 65 minutes.	
No. of rounds 11-inch	55
No. of rounds 32-pounder	60
No. of rounds 30-pounder rifle	48
No. of rounds 12-pounder howitzer	10
Total	173

Very respectfully,

FRANKLIN A. GRAHAM,
Gunner United States Steamship Kearsarge.

JAS. S. THORNTON,
Lieutenant Com'dr and Executive Officer.

Extract from log-book.

Moderate breeze from the westward. Weather bc. At 10 inspected crew at quarters. At 10.20 discovered the Alabama steaming out from the port of Cherbourg, accompanied by a French iron-clad steamer, and a fore-and-aft rigged steamer, showing the white English ensign and a yacht flag. Beat to general quarters and cleared the ship for action. Steamed ahead, standing off shore. At 10.50, being distant from the land about two leagues, altered our course and approached the Alabama.

At 10.57 the Alabama commenced the action with her starboard broadside at 1,000 yards range. At 11 we returned her fire and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12.10 a boat with an officer from the Alabama came alongside and surrendered his vessel, with the information that she was rapidly sinking, and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy. The English yacht, before mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 12.24 the Alabama went down in forty fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats. Two pilot-boats and the yacht also assisted. One pilot-boat came alongside of us, but the other returned to the port. The English yacht steamed rapidly away to the northward, without reporting the number of our prisoners she had picked up. Hoisted up our boats and three of the enemy's cutters. Repaired the rigging temporarily. Took a French pilot, and steamed away to Cherbourg. At 3.10 let go to the port anchor in seven fathoms water, and veered to thirty fathoms chain.

Additional particulars.—Conduct of the Deerhound.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to report that towards the close of the action between the Alabama and this vessel all available sail was made on the former for the purpose of again reaching Cherbourg. When the object was apparent, the Kearsarge was steered across the bow of the Alabama for a raking fire, but before reaching this point the Alabama struck. Uncertain whether Captain Semmes was not using some ruse, the Kearsarge was stopped. It was seen shortly afterwards that the Alabama was lowering her boats, and an officer came alongside in one of them to say that they had surrendered and were fast sinking, and begging that boats would be despatched immediately for saving of life. The two boats not disabled were at once lowered, and, as it was apparent the Alabama was settling, this officer was permitted to leave in his boat to afford assistance. An English yacht, the Deerhound, had approached near the Kearsarge at this time, when I hailed and begged the commander to run down to the Alabama, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively, and steamed towards the Alabama, but the latter sank almost immediately. The Deerhound, however, sent her boats and was actively engaged, aided by several others, which had come from shore. These boats were busy in bringing the wounded and others to the Kearsarge, whom we were trying to make as comfortable as possible, when it was reported to me that the Deerhound was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken; the Deerhound made off with Captain Semmes and others, and also the very officer who had come on board to surrender. I learnt subsequently that the Deerhound was a consort of the Alabama, and that she received on board all the valuable personal effects of Captain Semmes the night before the engagement.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Prisoners of the Alabama paroled.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to report that the number of prisoners brought on board the Kearsarge belonging to the Alabama was seventy—six officers and sixty-four men. One officer (carpenter) and two men dying and seventeen wounded are included in this number. As we have very contracted accommodations for our own crew without increase, it became indispensable to send these prisoners on shore, and their parole was taken, with exception of the doctor, non-combatant, who was put on parole that he might attend to his wounded. The officers were held as prisoners of war. I learn that these officers with six men were carried on shore at Cherbourg by pilot-boats, but of the number who reached England in the Deerhound I have no reliable accounts.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy.

I, J. D. Wilson, late lieutenant on board the Alabama, captured in the action off Cherbourg by the United States steamer Kearsarge, on the 19th of June, 1864, do solemnly affirm my sacred word of honor that I will not bear arms against, or otherwise operate against the interests of the government of the United States in any manner whatsoever until I shall have been regularly exchanged.

Signed and given on board the United States steamer Kearsarge, July 13, 1864.

JOSEPH D. WILSON,

Lieutenant, C. S. Navy.

Witness: S. E. HARTWELL,

Captain's Clerk.

UNITED STATES STEAMER KEARSARGE,

June 19, 1864.

We, the undersigned, officers of the late (so-called) Confederate States steamer Alabama, now prisoners of war on board the United States steamer Kearsarge, do hereby pledge our sacred word of honor not to engage in arms or otherwise employ ourselves against the interests of the government of the United States of America until we shall be regularly exchanged.

FRANCIS L. GALT, *Surgeon, C. S. Navy,*

and late Acting Paymaster of C. S. S. Alabama.

In presence of J. ADAMS SMITH,

Paymaster, U. S. N.

UNITED STATES SHIP KEARSARGE,

Port of Cherbourg, France, June 19, 1864.

We, the seamen and others, lately belonging to the steamer Alabama, and captured in the action between that vessel and the United States steamer Kearsarge, off this port, on the 19th day of June, 1864, now prisoners of war, do hereby solemnly pledge our sacred word of honor not to engage in arms against, or otherwise employ ourselves against the interest of the government of the United States of America until we shall be regularly exchanged:

William Clarke, seaman; William McKenzie, cockswain; James Broderick, cockswain; William Forrestall, quartermaster; John Emery, ordinary seaman; William Wilson, cockswain; Edward Rawes, master-at-arms; Henry Tucker, officers' cook; David Leggett, seaman; Frank Currian, 1st class fireman; Henry Godson, ordinary seaman; Samuel Henry, seaman; John Horrigan, 1st class fireman; Edgar Tripp, ordinary seaman; David Williams, ordinary seaman; Richard Parkinson, officers' steward; William Barnes, quarter-gunner; George Freemantle, quartermaster; John Russell, seaman; Henry Hestake, ordinary seaman; Thomas Watson, ordinary seaman; John Johnson, ordinary seaman; John Smith, seaman; Henry McCoy, seaman; Thomas Parker, boy; James Ochure, seaman; Edwin Burrell, seaman; James Higgs, seaman; Patrick Bradley, fireman; Match Mudick, ordinary seaman; William Miller, ordinary seaman; John Benson, coal-heaver; Joseph Pruson, coal-heaver; James Maguire, coal-heaver; John Casen, seaman; Henry Higgin, seaman; Frank Hamonds, seaman; Nicholas Adams, landsman; Michael Shields, seaman; Peter Laperty, 2d class fireman; George Conroy, ordinary seaman; David Thurston, seaman; Thomas Brandon, ordinary seaman; Richard Evans, ordinary seaman;

Thomas Potter, 2d class fireman ; John Wilson, boy ; James Clemens, yeoman ; George Peasey, seaman ; John Riley, fireman ; Henry Yates, seaman , James Wilson, boy.

In presence of—

J. ADAMS SMITH,
Paymaster, U. S. N.

JOHN M. BROWNE,
Surgeon, U. S. N.

Petty Officers and Seamen especially mentioned.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 25, 1864.

SIR: I have the honor to enclose herewith a list of the names of the men who, during the engagement of the Alabama and Kearsarge, exhibited marked coolness and good conduct, and for such have been recommended by the divisional commanders as deserving special reference to.

It affords me pleasure to report that William Smith, quartermaster, was captain of the 11-inch gun, which, according to the rebel accounts, did such execution that a reward was offered by Captain Semmes to silence his gun. Smith is well worthy, both from education and otherwise, to the appointment of a master's mate.

John F. Bickford, who, during the engagement and from long example and good conduct, and also education, is entitled to this reward.

Both of these men are so highly spoken of by the officers, that it is but their due that my report should refer in a special manner to them.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I omitted to state that the carpenter's mate of this vessel, Mark G. Ham, of Portsmouth, is most particularly recommended for promotion by the executive officer. He is, in my opinion, fully entitled to it from his conduct in the action, but not more than from his faithful and ever-willing performance of duty during the cruise.

James Haley, captain forecandle ; John F. Bickford, captain top ; Charles A. Read, cockswain ; William Smith, quartermaster ; William Bond, boatswain's mate ; Charles Moore, seaman ; George Harrison, seaman ; Thomas Perry, boatswain's mate ; John Hayes, cockswain ; George E. Read, seaman ; Robert Strahan, captain top ; James H. Lee, seaman ; Joachim Pease, colored, seaman ; William B. Poole, quartermaster ; Michael Aheam, paymaster's steward ; Mark G. Ham, carpenter's mate.

Prisoners landed at Cherbourg under parol.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, July 5, 1864.

SIR: I have the honor to enclose herewith a list comprising the names of prisoners from the Alabama, landed at Cherbourg under parol not to serve against the United States.

The Alabama brought into Cherbourg a crew of one hundred and forty-nine in number, all told.

It is supposed that she received an addition, as several officers and others were arrested by the police of Cherbourg endeavoring to evade the laws by joining her.

I have the honor to be, very respectfully,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES STEAMER KEARSARGE,

Port of Cherbourg, France, June 19, 1864.

We, the wounded prisoners of war, late seamen, and others on board the Alabama, captured in the action off Cherbourg by the United States steamer Kearsarge, on the 19th of June, 1864, do solemnly affirm, upon our sacred word of honor, that we will not bear arms against, or otherwise operate against the interest of the government of the United States in any manner whatsoever until we shall have been regularly exchanged.

Names.	Witnesses.
Thomas × Winter, second-class fireman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Jacob × Vorbor, seaman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
John × Neat, seaman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Robert × Wright, captain maintop.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
William × McGinley, cockswain,	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
William × McGuire, captain foretop.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Martin × King, first-class fireman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Samuel × Williams, first-class fireman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Peter × Hughes, boatswain's mate.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.
Robert × Devine, ordinary seaman.	{ J. Adams Smith, paymaster. John M. Browne, surgeon.

Death of William Gowin, Seaman.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, France, July 5, 1864.

SIR: I have the honor to enclose the certificate of death of William Gowin, one of the wounded in the late action of this ship with the Alabama.

He was a brave and gallant sailor, and by his cheerfulness, when suffering under a most excruciating wound, afforded a most encouraging example.

When the cheer was heard on the surrender of the Alabama, he insisted that the doctor should go up and join, saying he would be willing to bear a dozen such wounds to hear that cheer.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy,

Letter from the Secretary of the Navy to Captain John A. Winslow.

NAVY DEPARTMENT, *July 8, 1864.*

SIR: The department will recommend to Congress to appropriate for distribution on board the Kearsarge the value of the Alabama, and you will please send a muster-roll of your ship, and all the information you can obtain as to the armament of the Alabama, and her complement of officers and men.

You do not inform the department of the circumstances under which the yacht Deerhound was permitted to act as a tender to the Alabama, and carry off under your guns the pirate captain and his first lieutenant and many of his crew. I notice by the last mail from England that it is reported you have paroled the foreign pirates captured on board the Alabama; I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the St. Louis or brought here by yourself.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN A. WINSLOW,
Com'dg United States Steamer Kearsarge, Cherbourg, France.

Letter of the Secretary of the Navy relative to the conduct of the Deerhound and the paroling of the prisoners.

NAVY DEPARTMENT, *July 12, 1864.*

SIR: Your despatch of the 21st ultimo (No. 21) is received, stating your efforts to save the lives of the survivors of the Alabama, after the battle of the 19th of June, and after the formal surrender and destruction of that vessel. Your efforts in the cause of humanity in striving to rescue these men, most of them aliens, who have, under their ignoble leader—himself a deserter from our service and a traitor to our flag—been for nearly two years making piratical war on unarmed merchantmen, are rightly appreciated.

It is to be regretted that the confidence and generous sympathy which you exercised, and which would actuate all honorable minds under similar circumstances, should have been so requited and abused by the persons on board the Deerhound, an English vessel of the royal yacht squadron.

That the wretched commander of the sunken corsair should have resorted to any dishonorable means to escape after his surrender; that he should have thrown overboard the sword that was no longer his; that before encountering an armed antagonist the mercenary rover should have removed the chronometers, and other plunder stolen from peaceful commerce, are not matters of surprise, for each act is characteristic of one who has been false to his country and flag. You could not have expected, however, that gentlemen, or those claiming to be gentlemen, would, on such an occasion, act in bad faith, and that having been called upon or permitted to assist in rescuing persons or property which

had been surrendered to you, would run away with either. It is now evident that your confidence in the *Deerhound*, and the persons connected with her, was misplaced.

The department commends your efforts to save the lives of drowning men, although they had been engaged in robbing and destroying the property of those who had never injured them. In paroling the prisoners, however, you committed a grave error.

The *Alabama* was an English-built vessel, armed and manned by Englishmen; has never had any other than an English register; has never sailed under any recognized national flag since she left the shores of England; has never visited any port of North America, and her career of devastation, since she went forth from England, is one that does not entitle those of her crew who were captured to be paroled. This department expressly disavows that act. Extreme caution must be exercised so that we in no way change the character of this English-built and English-manned, if not English-owned vessel, or relieve those who may be implicated in sending forth this robber upon the seas from any responsibility to which they may be liable for the outrages she has committed.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN A. WINSLOW, U. S. N.,
Com'dg United States Steamer Kearsarge, Cherbourg, France.

Report of the paroling of Lieutenant Joseph D. Wilson, of the Alabama.

UNITED STATES STEAMER KEARSARGE,
Off Dover, July 15, 1864.

SIR: I have the honor to enclose herewith copies of two communications.

On receipt of the letter of Mr. Adams, and deeming the circumstances warranted it, I paroled Mr. Wilson, handing to him the note, a copy of which is forwarded.

I am, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER KEARSARGE,
Off Dover, July 14, 1864.

The conduct of Joseph D. Wilson, late lieutenant on board the *Alabama*, has been so honorable, first in presenting himself on board the *Kearsarge* and surrendering himself, when it was in his power to have gone on board the *Deerhound* and gained his liberty in the dishonorable manner which others had taken, and again in his repudiation of the means pursued by those who obtained their liberty in this way, and his deportment while a prisoner having been of the same honorable standard, at the instance of Mr. Adams, minister of the United States at the court of St. James, I have paroled the said Wilson, and, feeling a full confidence and trust in his word and honor, I recommend that all privileges that can be given a prisoner of war should be extended to him, believing fully he will never violate any obligation which he pledges himself to fulfil.

JOHN A. WINSLOW, *Captain.*

LONDON, *July 13, 1864.*

MY DEAR SIR: Mr. Wilson, one of the persons taken at the time of the action with the Alabama, and now a prisoner on parole in your ship, has called to see me to ask a word from me to you in favor of giving him his liberty on parole.

I decline to assume any authority with you in regard to the disposition you think proper to make of your prisoners. At the same time I have reason to suppose that this young gentleman has acted honorably in this business by recognizing his obligations, and therefore I should regret that he should experience no more liberal treatment in return than one who disregarded them would deserve.

Under the circumstances, if in your judgment this case, for any reason of the health of the person, or any other good cause, is one in which you can make an exception, having a reliance on the honor of the individual that he will take no improper advantage of it, I will very cheerfully concur in your opinion, and approve your act.

I am, very truly, yours,

C. F. ADAMS.

Explanatory report of Captain John A. Winslow.

UNITED STATES STEAMER KEARSARGE,
English Channel, July 30, 1864.

SIR: The latter part of the despatch of the department of the 8th instant refers to the parole of the prisoners in these words: "It is reported you have paroled the foreign pirates captured on board the Alabama. I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the St. Louis or brought here by yourself."

I beg the department will consider the circumstances in which this vessel was placed at the termination of the action with the Alabama. The berth deck, contracted as it is, with insufficient storage for our own men, was covered with bedding of the wounded, the quarter deck was similarly crowded, and the forward part of the ship on the spar deck was filled with prisoners under guard.

The ship was damaged both in rigging and hull. A shot had entered the stern-post, raising the transom frame, and binding the rudder so hard as to require four men at the helm. It was therefore important that an examination should be made of the damages sustained. On our arrival at Cherbourg I received information from our consul at London that the Florida was in the Channel, on the French coast, and at the same time information came that the Yeddo was out, and the Rappahannock was expected to follow; and, in addition to this, that the St. Louis had sailed for Madeira.

The Kearsarge had been acting alone and independently for the last nine months, and I was not aware that any of our cruisers had been ordered in the Channel. It became, therefore, in my mind, of the utmost importance that the Kearsarge should at once be put in a state to meet these vessels and protect our commerce. This could not be done with prisoners on board equalling the half of our crew, and the room occupied by the wounded taken to the exclusion of our own men; to have kept them would have required a quarter watch as guards, and the ship would have been wholly ineffective as a man of war to meet this emergency which threatened.

Under these circumstances, and without an American vessel in port by which any arrangement could be made for transshipping the prisoners outside, I felt it my duty to parole them.

A report appeared in the papers that the prisoners were paroled contrary to Mr. Dayton's instructions; this is erroneous. Communication was had with Mr. Dayton on the subject of the officers, and after these the men were paroled.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Captain Winslow's detailed report of the action.

UNITED STATES STEAMER KEARSARGE,

English Channel, July 30, 1864.

SIR: In obedience to instructions of the department, I have the honor to make the following supplementary report of the action between the Kearsarge and Alabama:

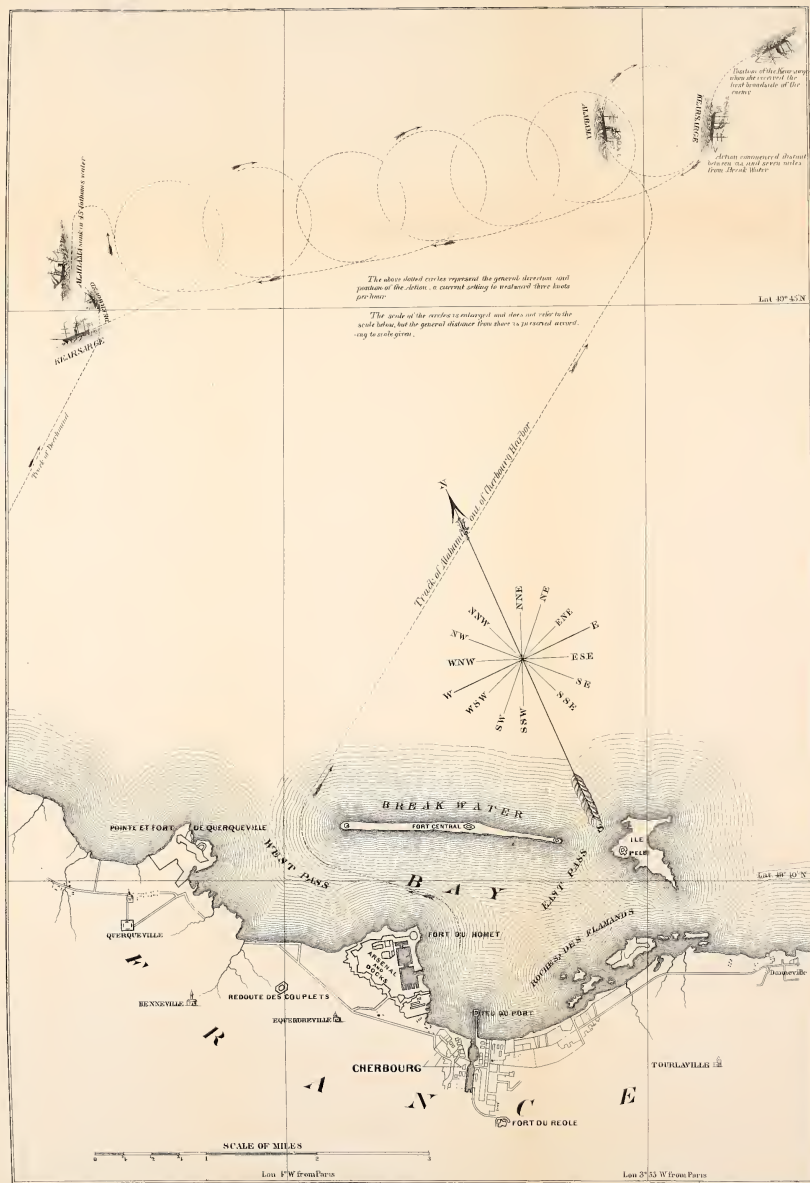
On the morning of the 19th ultimo, the day being fine, with a hazy atmosphere, wind moderate from the westward, with little sea, the position of the Kearsarge at 10 o'clock was near the buoy which marks the line of shoals to the eastward of Cherbourg, and distant about three miles from the eastern entrance, which bore to the southward and westward. At twenty minutes after 10 o'clock the Alabama was descried coming out of the western entrance, accompanied by the Couronne (iron-clad.) I had, in an interview with the admiral at Cherbourg, assured him that, in the event of an action occurring with the Alabama, the position of the ships should be so far off shore that no questions could be advanced about the line of jurisdiction. Accordingly, to perfect this object, and with the double purpose of drawing the Alabama so far off shore that, if disabled, she could not return, I directed the ship's head seaward and cleared for action, with the battery pivoted to starboard. Having attained a point about seven miles from the shore, the head of the Kearsarge was turned short around, and the ship steered directly for the Alabama, my purpose being to run her down, or, if circumstances did not warrant it, to close in with her.

Hardly had the Kearsarge come round before the Alabama sheered, presented her starboard battery, and showed her engines. On approaching her at long range of about a mile, she opened her full broadside, the shot cutting some of our rigging and going over and alongside of us.

Immediately I ordered more speed; but in two minutes the Alabama had loaded and again fired another broadside, and following it with a third, without damaging us except in rigging.

We had now arrived within about nine hundred yards of her, and I was apprehensive that another broadside—nearly raking as it was—would prove disastrous. Accordingly I ordered the Kearsarge sheered, and opened on the Alabama. The position of the vessels was now broadside and broadside; but it was soon apparent that Captain Semmes did not seek close action. I became then fearful lest, after some fighting, that he would again make for the shore. To defeat this I determined to keep full speed on, and with a port helm to run under the stern of the Alabama and rake her, if he did not prevent it by sheering and keeping his broadside to us. He adopted this mode as a preventive, and as a consequence the Alabama was forced with a full head of steam into a circular track during the engagement.

The effect of this manœuvre was such that, at the last of the action, when the Alabama would have made off, she was near five miles from the shore; and, had the action continued from the first in parallel lines, with her head in shore,



the line of jurisdiction would no doubt have been reached. The firing of the Alabama from the first was rapid and wild; toward the close of the action her firing became better. Our men, who had been cautioned against rapid firing without direct aim, were much more deliberate; and the instructions given to point the heavy guns below rather than above the water-line, and clear the deck with the lighter ones, was fully observed.

I had endeavored, with a port helm, to close in with the Alabama; but it was not until just before the close of the action that we were in position to use grape. This was avoided, however, by her surrender. The effect of the training of our men was evident; nearly every shot from our guns was telling fearfully on the Alabama, and on the seventh rotation on the circular track she winded, setting foretrysail and two jibs, with head in shore. Her speed was now retarded, and by winding her port broadside was presented to us, with only two guns bearing, not having been able, as I learned afterwards, to shift over but one. I saw now that she was at our mercy, and a few more guns well directed brought down her flag. I was unable to ascertain whether it had been hauled down or shot away; but a white flag having been displayed over the stern, our fire was reserved. Two minutes had not more than elapsed before she again opened on us with the two guns on the port side. This drew our fire again, and the Kearsarge was immediately steamed ahead and laid across her bows for raking. The white flag was still flying, and our fire was again reserved. Shortly after this her boats were seen to be lowering, and an officer in one of them came alongside, and informed us the ship had surrendered and was fast sinking. In twenty minutes from this time the Alabama went down, her mainmast, which had been shot, breaking near the head as she sunk, and her bow rising high out of the water as her stern rapidly settled.

The fire of the Alabama, although it is stated she discharged three hundred and seventy or more shell and shot, was not of serious damage to the Kearsarge.

Some thirteen or fourteen of these had taken effect in and about the hull, and sixteen or seventeen about the masts and rigging. The casualties were small, only three persons having been wounded; yet it is a matter of surprise that so few were injured, considering the number of projectiles that came aboard. Two shot passed through the ports in which the thirty-twos were placed, with men thickly stationed around them, one taking effect in the hammock netting and the other going through the port on the opposite side, yet no one was hit, the captain of one of the guns being only knocked down by the wind of the shot, as supposed.

The fire of the Kearsarge, although only one hundred and seventy-three projectiles had been discharged, according to the prisoners' accounts, was terrific. One shot alone had killed and wounded eighteen men and disabled a gun. Another had entered the coal-bunkers, exploding, and completely blocking up the engine-room; and Captain Semmes states that shot and shell had taken effect in the sides of his vessel, tearing large holes by explosion, and his men were everywhere knocked down.

Of the casualties in the Alabama no correct account can be given. One hundred and fifteen persons reached the shore, either in England or France, after the action. It is known that the Alabama carried a crew, officers and men, of about one hundred and fifty into Cherbourg, and that while in the Southern ocean her complement was about one hundred and seventy; but desertions had reduced this complement. The prisoners state that a number of men came on board at Cherbourg, and the night before the action boats were going to and fro, and in the morning strange men were seen, who were stationed as captains of the guns. Among these there was one lieutenant (Sinclair) who joined her in Cherbourg.

The Alabama had been five days in preparation. She had taken in three hundred and fifty tons of coal, which brought her down in the water. The

Kearsarge had only one hundred and twenty tons in; but as an offset to this, her sheet chains were stowed outside, stopped up and down, as an additional preventive and protection to her more empty bunkers.

The number of the crew of the Kearsarge, including officers and sick men, was one hundred and sixty-three; and her battery numbered seven guns—two 11-inch, one 30-pounder rifle, and four light 32-pounder guns.

The battery of the Alabama numbered eight guns—one heavy 68, of nine thousand pounds; one 110-pounder rifle; and six heavy 32-pounder guns.

In the engagement the Alabama fought seven guns and the Kearsarge five, both exercising the starboard battery, until the Alabama winded, using then her port side with one gun, and another shifted over.

The collateral events connected with this action have already been laid before the department.

I enclose a diagram showing the track which was described during the engagement by the rotary course of the vessels.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Armament and complement of the Alabama.

UNITED STATES STEAMER KEARSARGE,

English Channel, July 30, 1864.

SIR: The despatch of the department of the 8th instant, calling for information of the Alabama's armament, and complement of officers and men, and also of the proceedings of the Deerhound, has been received.

I have the honor to inform the department that, according to a memorandum handed to me by American captains who were prisoners in the Alabama, that she carried into Cherbourg a crew, officers and men, of either 147 or 149; but what number joined her there I have no means of ascertaining.

Several persons were prevented by the police at Cherbourg from going on board; but it appears that Mr. Sinclair (lieutenant) was one of those who succeeded in joining her.

The rebel officers state their crew (officers and men) to have been about 150. I have no means of either falsifying or verifying these statements; but the American captains who were prisoners report that 13 men had been left at one port, and 4 at another, before the arrival of the vessel at Cherbourg, and her complement, therefore, when filled, was about 170 all told. The statement of some of the prisoners is, that a number of men came on board at Cherbourg, and the night before the action, that boats were going to and fro from the Alabama to the Deerhound, and in the morning of the action they saw strange men who were made captains of guns, who were supposed to be naval reserve men brought in the Deerhound.

In my despatch of the 19th ultimo I informed the department that the battery of the Alabama consisted of one 100-pounder rifled* pivot, one heavy 68-pounder, (9,000 pounds,) and six 32-pounder guns.

My despatch of the 21st ultimo informed the department of the proceedings of the Deerhound yacht, her gradual edging to the leeward, leading us to suppose she was seeking men who were drifting in the current, and then taking advantage of the hazy weather to make off, while our boats were out busy in rescuing the larger part of the prisoners who were struggling in the water.

* Since found to be 110-pounder.

It was my mistake at the moment that I could not recognize an enemy who, under the garb of a friend, was affording assistance.

I am, sir, very respectfully, your obedient servant,

JOHN A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

Letter from Surgeon J. M. Browne to the Chief of the Bureau of Medicine and Surgery.

UNITED STATES STEAMER KEARSARGE,
Deal Roads, England, July 23, 1864.

DEAR SIR: I deem it appropriate to acquaint you with certain details appertaining to the engagement and its results between this vessel and the Alabama.

The gun's crews were instructed in the application of tourniquets made for the occasion, and an ample supply furnished each division. Cots for the transportation of the wounded were in convenient positions, yet neither were brought into use. This has explanation from the fact that the wounded refused assistance from their comrades, concealing the severity of injury, and one (Gowin, ordinary seaman,) dragged himself from the after pivot gun to the fore hatch, unwilling to take any one from his station. While I should ever make similar preparations on the eve of contest, the example of the one in question would teach me that, under the excitement of battle, little reliance could be placed upon the fulfilment of my instructions. This vessel is exceedingly deficient in provision of conveniences for wounded men; there is no appropriate place for the performance of operations.

Acting upon my recommendation, Lieutenant Commander Thornton, executive officer, caused the fore hold to be arranged for the accommodation of six wounded, after the application of temporary dressings, that they might have immunity from the exposure subjected to while upon the berth deck.

The action continued for eighteen minutes without casualties. Then a 68-pound Blakeley shell passed through the starboard bulwarks below main rigging, exploded upon the quarter-deck, and wounded three of the crew of the pivot gun. One, William Gowin, ordinary seaman, received a compound fracture of left femur at lower and middle third and tibia, and fibula upper third, complicating the knee joint.

No fragments of shell were found in the wounds. The hemorrhage was profuse, chiefly venous. Suitable dressings and stimulants were employed.

Another, John W. Dempsey, quarter gunner, had compound comminuted fracture of right arm, lower third and elbow, the forearm being completely lacerated—a shapeless mass. Arrangements were made for amputation before the close of the action, but its unexpected cessation caused the performance immediately after. Chloroform was administered with happy results.

The arm was amputated at the middle third, upper border. The third, James McBeath, ordinary seaman, received a compound fracture of left tibia, upper third. No pieces of shell were found in the wound.

The above comprises the total casualties. It is certainly surprising that the percentage should have been so small, considering the exposure and number of shot received. Probably no future similar combat will occasion like results. Shell were bursting over this vessel from the commencement to the termination of the fight, and a few of the ship's company were knocked down by the concussion derived from a passing projectile.

Owing to the system of unshipping bulwarks at pivot guns, a considerable

space is thereby exempt from the danger arising from splinters. The Kearsarge fired one hundred and seventy-three shot; the Alabama, about twice that number, her firing being rapid and nearly incessant up to the period of the striking of colors. The carnage on board the latter is reported terrific; many of her crew were literally torn in pieces by an eleven-inch shell; others were much mutilated by splinters. By a merciful Providence, our ship's company were spared such appalling accidents.

The wounded of the Alabama were brought on board for treatment. Those whose names and nature of injury were noted are borne upon a list appended to the quarterly report. Others, with injuries less severe, were treated and subsequently went on shore with the uninjured paroled crew.

Assistant Surgeon Doctor A. Llewellyn was drowned. The surgeon, F. L. Galt, (acting paymaster,) introduced himself while I was engaged in the amputation and proffered his assistance. I requested he would assist in attending to the wounded of his vessel; but as he was prostrated by excitement and fatigue, and had received certain contusions, he was inadequate for the duty. I sent him to my room, and, without other professional aid, attended to all the injured. Surgeon Galt was paroled the same evening.

Upon the arrival of the Kearsarge at Cherbourg, owing to the number of wounded and the want of proper accommodation on board, all were transferred to the Hospital de la Marine, by permission of the admiral commanding the department. It is extremely fortunate that such facilities were afforded to the injured; every care and attention were bestowed upon the unfortunates. The skill and benevolence displayed by Monsieur Dufam, surgeon-in-chief, and Monsieur Aubin, surgeon of second class, and provost of the hospital, claim especial commendation.

I am pleased to report that his excellency Mr. Dayton has made a proper representation of the valuable services rendered by these gentlemen to the minister of the marine at Paris, and to the Department of State at Washington. I have previously reported the death of the brave Gowin. Hopes were reasonably entertained that his recovery would occur; but, anæmic from hemorrhage and debilitated by previous attacks of malarial fevers, little vital power remained; phlebitis supervened, soon succeeded by death. Gowin was brought with a smile upon his face, although suffering acutely from his injury. He said, "It is all right, and I am satisfied; for we are whipping the Alabama;" adding, "I willingly will lose my leg or life, if it is necessary." During the progress of the action he comforted his suffering comrades by assuring them that "Victory is ours!" whenever the guns' crews cheered at the successful effect of their shot, Gowin waved his hand over his head and joined in the shout. In the hospital he was calmly resigned to his fate, repeating again and again his willingness to die, since his ship had won a glorious victory.

His patience and cheerfulness during intense suffering, and his happy resignation, attracted general notice, enlisted sympathies for his recovery, and occasioned sincere regrets for his decease. To record the gallant conduct of this noble sailor is to me a gratification, and my apology for mentioning these minor incidents. His shipmates will erect a proper monument to his memory at Cherbourg.

I have in my possession a sum of money given by the resident Americans in Paris for a like memorial in his native town in Michigan.

The coolness and fortitude displayed by our crew and the precision of the firing were remarkable. One was almost compelled to regard their conduct as that witnessed at the ordinary target practice. In the hour of victory they were generous, refraining from exultation in the presence of the captives, and bestowing upon them every attention necessary for their comfort. I send by mail a pamphlet descriptive of the engagement, written by Mr. Edge, an

Englishman. It is the best account yet published, being composed from data furnished by the officers of the Kearsarge, although a few inaccuracies exist.

Captain Winslow desires me to present his regards.

I remain, dear sir, very truly yours,

JOHN M. BROWNE.

Surgeon W. WHELAN,

Chief of Bureau of Medicine and Surgery, Washington, D. C.

FOREIGN ACCOUNTS OF THE FIGHT BETWEEN THE KEARSARGE AND ALABAMA.

Letter from Secretary of State, transmitting copy of despatch No. 302 of the United States consul at Liverpool.

DEPARTMENT OF STATE,

Washington, July, 6, 1864.

SIR: I have the honor to transmit, herewith, a despatch, No. 302, of the United States consul at Liverpool, announcing the destruction of the pirate Alabama by the United States steamship Kearsarge, off Cherbourg, and enclosing several accounts of the action clipped from British journals. The department joins in the consul's gratulations at an event which at once illustrates the gallantry and efficiency of the navy, and fitly closes the predatory career of its antagonist.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,

Secretary of the Navy.

Despatch of United States consul at Liverpool, enclosing extracts from foreign newspapers.

No. 302.]

UNITED STATES CONSULATE,

Liverpool, June 21, 1864.

SIR: The pirate Alabama has at last met the fate she deserves. She was sunk by the United States steamer Kearsarge, commanded by Captain Winslow, off Cherbourg, on Sunday morning last, after a fight of one hour. We only have, here at Liverpool, the confederate account of the action. I send you slips cut from the London Times, Liverpool Courier, Daily Post, and Mercury of to-day, giving all that is known about it.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,

Secretary of State.

From the second edition of the London Times, Monday, June 20, 1864.

FIGHT BETWEEN THE KEARSARGE AND ALABAMA.

SOUTHAMPTON, Monday morning.

Captain Semmes, fourteen officers, and twenty-seven men, belonging to the late confederate steamer Alabama, have landed from the privateer steamer Deerhound, which witnessed the action between the Alabama and the Kearsarge.

The Alabama left Cherbourg harbor at nine o'clock yesterday morning, and found the Kearsarge under steam outside. The former steamed up to her and opened fire at about a mile and a half distance. The fire became general from both ships when about a mile off. The action took place about nine miles from Cherbourg, commencing at 11.10, and ending at 12.40.

During the fight the vessels made seven complete circles. The Alabama's rudder became displaced, and she made sail, and the guns were kept ported till the muzzles were completely under water. The vessel's stern was actually under water when Captain Semmes gave orders for every man to save himself; they jumped overboard and swam to the boats, saving themselves as best they could. The Alabama's crew numbered in all 150 when they left Cherbourg; ten or twelve were killed in the action, and a number are known to be drowned. The ship's chronometers, specie, and all the bills of ransomed vessels were saved.

From the London Times, June 21, 1864.

THE NAVAL ACTION BETWEEN THE ALABAMA AND THE KEARSARGE.

(From our own correspondence.)

SOUTHAMPTON, *Monday.*

The English steam-yacht *Deerhound*, belonging to Mr. John Lancaster, of Hindley Hall, Wigan, Lancashire, arrived here last night, and landed Captain Semmes, (commander of the late confederate steamer *Alabama*,) thirteen officers, and twenty-six men, whom she rescued from drowning after the action off Cherbourg yesterday, which resulted in the destruction of the world-renowned *Alabama*. From interviews held this morning with Mr. Lancaster, with Captain Jones, (master of the *Deerhound*,) and with some of the *Alabama*'s officers, and from information gleaned in other quarters, I am enabled to furnish you with some interesting particulars connected with the fight between the *Alabama* and the *Kearsarge*.

The *Deerhound* is a yacht of 190 tons and 70-horse power, and her owner is a member of the Royal yacht squadron, at Cowes, and of the Royal Mersey yacht club. By a somewhat singular coincidence she was built by Messrs. Laird & Son, of Birkenhead, and proof of her fleetness is furnished by the fact that she steamed home from the scene of action yesterday at the rate of thirteen knots an hour. On arriving at Cherbourg, at ten o'clock on Saturday night, by railway from Caen, Mr. Lancaster was informed by the captain of his yacht, which was lying in harbor awaiting his arrival, that it was reported that the *Alabama* and the *Kearsarge* were going out to fight each other in the morning. Mr. Lancaster, whose wife, niece, and family were also on board his yacht, at once determined to go out in the morning and see the combat.

The *Alabama* left Cherbourg harbor about ten o'clock on Sunday morning, and the *Kearsarge* was then several miles out to seaward, with her steam up ready for action. The French plated ship-of-war *Couronne* followed the *Alabama* out of harbor, and stopped when the vessels were a league off the coast, her object being to see that there was no violation of the law of nations by any fight taking place within the legal distance from land. The combat took place about nine miles from Cherbourg, and as there are some slight differences (as might naturally be expected under the circumstances) in relation to the period over which it lasted, and other matters, it may be well here to reproduce from Mr. Lancaster's letter in *The Times* of this morning the subjoined extract from the log kept on board the *Deerhound*:

"Sunday, June 13, 9 a.m.—Got up steam and proceeded out of Cherbourg harbor. 10.30.—Observed the *Alabama* steaming out of the harbor towards the federal steamer *Kearsarge*. 11.10.—The *Alabama* commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The *Kearsarge* immediately replied with her starboard guns. A very sharp, spirited firing was then kept up, shot sometimes being varied by shells. In manœuvring both vessels made seven complete circles, at a distance of from a quarter to half a mile. At 12 a slight intermission was observed in the *Alabama*'s firing, the *Alabama* making head sail, and shaping her course for the land, distant about nine miles. At 12.30 observed the *Alabama* to be disabled, and in a sinking state. We immediately made towards her, and on passing the *Kearsarge* were requested to assist in saving the *Alabama*'s crew. At 12.50, when within a distance of 200 yards, the *Alabama* sunk. We then lowered our two boats, and, with the assistance of the *Alabama*'s whale-boat and dingey, succeeded in saving about forty men, including Captain Semmes and thirteen officers. At 1 p.m. we steered for Southampton."

One of the officers of the *Alabama* names the same hour, viz., 11.10, as the commencement of the action, and 12.40 as the period of its cessation, making its duration an hour and a half, while the time observed on board the *Deerhound*, which is most likely to be accurate, (that vessel being free from the excitement and confusion necessarily existing on board the *Alabama*,) limited the action to an hour, the last shot being fired at 12.10. The distance between the two contending vessels, when the *Alabama* opened fire, was estimated on board

the Deerhound at about a mile, while the Alabama's officer tells me that she was a mile and a half away from the Kearsarge when she fired the first shot. Be this as it may, it is certain that the Alabama commenced the firing, and as it is known that her guns were pointed for a range of 2,000 yards, and that the second shot she fired, in about half a minute after the first, went right into the Kearsarge, that may be taken as the real distance between the two ships. The firing became general from both vessels at the distance of a little under a mile, and was well sustained on both sides, Mr. Lancaster's impression being that at no time during the action were they less than a quarter of a mile from each other. Seven complete circles were made in the period over which the fight lasted. It was estimated on board the Deerhound that the Alabama fired in all about 150 rounds, some single guns, and some in broadsides of three or four, and the Kearsarge about 100, the majority of which were 11-inch shells; the Alabama's were principally Blakeley's pivot guns. In the early part of the action the relative firing was about three from the Alabama to one from the Kearsarge, but as it progressed the latter gained the advantage, having apparently a much greater power of steam. She appeared to have an advantage over the Alabama of about three knots an hour, and steam was seen rushing out of her blow-pipe all through the action, while the Alabama seemed to have very little steam on.

At length the Alabama's rudder was disabled by one of her opponent's heavy shells, and they hoisted sails, but it was soon reported to Captain Semmes by one of his officers that his ship was sinking. With great bravery the guns were kept ported till the muzzles were actually under water, and the last shot from the doomed ship was fired as she was settling down. When her stern was completely under water Captain Semmes gave orders for the men to save themselves as best they could, and every one jumped into the sea and swam to the boats which had put off to their rescue. Those of them who were wounded were ordered by Captain Semmes to be placed in the Alabama's boats and taken on board the Kearsarge, which was, as far as possible, obeyed.

Captain Semmes, and those above mentioned, were saved in the Deerhound's boats; and when it was ascertained that the water was clear of every one that had life left, and that no more help could be rendered, the yacht steamed away for Cowes, and thence to this port.

The Kearsarge, it is known, has for some time past been in hot pursuit of the Alabama, which vessel Captain Winslow was determined to follow everywhere till he overtook his enemy. Very recently she chased and came up with one of the vessels of the Chinese expeditionary force returning to England, and ran alongside with her guns pointed and crew at quarters, before she could be convinced of her mistake, for the expeditionary vessel was very like the celebrated confederate cruiser. The Kearsarge was then described as likely to prove a formidable overmatch for the Alabama, having higher steam power and rate of speed, a crew "nearly double" that under Captain Semmes, and, unlike her sister ship, the Tuscarora, carrying ten, instead of eight, very heavy 11-inch shell guns, the so-called columbiads of the American navy. The Alabama, on the contrary, is stated to have had only two heavy rifled guns and six broadside 32-pounders. The confederate, too, after her long cruise, was sorely in need of a refit. Part of her copper, it is said, was off, and her bottom was covered with long weeds.

The crew of the Alabama comprised in all about 150, when she left Cherbourg; of these ten or twelve were killed during the action, and a number were known to be drowned, the difference between these and the number brought home by the Deerhound being, it is hoped, saved by the boats of the Kearsarge, or some French pilot-boats which were in the vicinity. The French war-vessel Couronne did not come out beyond three miles. The surgeon of the Alabama was an Englishman, and as nothing has been heard of him since he went below to dress the wounds of some of the sufferers, it is feared that he went down with the ship.

The wounded men on board the Deerhound were carefully attended to until her arrival here, when they were taken to the Sailor's Home, in the Canute road. Several of the men are more or less scarred, but they are all out about the town to-day, and the only noticeable case is that of a man who was wounded in the groin, and that but slightly.

Captain Semmes and his first lieutenant, Mr. J. M. Kill, are staying at Kelway's hotel, in Queen's terrace, where the gallant commander is under the care of Dr. Ware, a medical gentleman of this town, his right hand being slightly splintered by a shell.

When the men came on board the Deerhound they had nothing on but their drawers and shirts, having been stripped to fight, and one of the men, with a sailor's devotedness, insisted on seeing his captain, who was then lying in Mr. Lancaster's cabin in a very exhausted state, as he had been intrusted by Captain Semmes with the ship's papers, and to no one else would he give them up. The men were all very anxious about their captain, and were rejoiced to find that he had been saved. They appeared to be a set of first-rate fellows, and to act well together in perfect union under the most trying circumstances.

The captain of the forecabin on board the Alabama, a Norwegian, says that when he was in the water he was hailed by a boat from the Kearsarge, "Come here, old man, and we'll save you," to which he replied, "Never mind me, I can keep up half an hour yet; look after some who are nearer drowning than I am." He then made away for the Deerhound, thanking God that he was under English colors.

Throughout the action the Deerhound kept about a mile to windward of the combatants, and was enabled to witness the whole of it. The Kearsarge was burning Newcastle coals,

and the Alabama Welsh coals, the difference in the smoke (the north country coal yielding so much more) enabling the movements of each ship to be distinctly traced. Mr. Lancaster is clearly of opinion that it was the Kearsarge's 11-inch shells which gave her the advantage, and that, after what he has witnessed on this occasion, wooden ships stand no chance whatever against shells. Both vessels fired well into each other's hull, and the yards and masts were not much damaged. The mainmast of the Alabama had been struck by shot, and, as the vessel was sinking, broke off and fell into the sea, throwing some men who were in the maintop into the water. Some tremendous gaps were visible in the bulwarks of the Kearsarge, and it was believed that some of her boats were disabled; she appeared to be temporarily plated with iron chains, &c. As far as could be seen, everything appeared to be well-planned and ready on board the Kearsarge for the action. It was apparent that Captain Semmes intended to fight at a long range, and the fact that the Kearsarge did not reply till the two vessels got nearer together showed that they preferred the short range, and the superior steaming power of the latter enabled this to be accomplished. It is remarkable that no attempt was made by the Kearsarge to close and board the Alabama, and when the Alabama hoisted sails and made as if for the shore, the Kearsarge moved away in another direction, as though her rudder or screw was damaged and out of control. Great pluck was shown on both sides during the action. On board the Alabama all the hammocks were let loose, and arrangements had been made for sinking her rather than that she should be captured.

As far as is known, not a relic of the Alabama is in the possession of her successful rival. When she was sinking Captain Semmes dropped his own sword into the sea, to prevent the possibility of its getting into their hands, and the gunner made a hole in one of the Alabama's boats, and sank her, for the same reason.

Before leaving the Deerhound Captain Semmes presented to Mr. Lancaster's son one of his officer's swords and a pistol, in remembrance of the occurrence, and the kind treatment he and his men had received on board the yacht. The men stated that the best practice generally on board the Alabama during the action was shown by the gunners who had been trained on board the Excellent, in Portsmouth harbor.

The spectacle presented during the combat is described by those who witnessed it from the Deerhound as magnificent, and thus the extraordinary career of the Alabama has come to a grand and appropriate termination.

The presence of the Deerhound on the scene was a providential circumstance, as in all probability the men saved by her would otherwise have been drowned, and a lamentable addition would thus have been made to the number of lives lost on the occasion.

Nothing is known here respecting the Kearsarge, or her subsequent movements. She was in command of Captain John Winslow, and had about the same number of officers and crew as the Alabama. The last official American navy list describes her as 1,031 tons register, and carrying eight guns, being two guns less than the Tuscarora mounts, to which, in all other respects, the Kearsarge is a sister ship. The Tuscarora will be remembered as the federal ship-of-war that some two years and a half ago lay at this port watching the Nashville; several of the Alabama's officers now here were attached to the Nashville on that occasion.

The Alabama's chronometers, specie, and all the bills of ransomed vessels are saved, having been handed over to a gentleman at Cherbourg before she left that port.

Mr. Mason, the confederate agent, Captain Bullock, and the Rev. Mr. Tremlett arrived by the 4 o'clock train this afternoon, from London, and proceeded to Kelway's hotel, to meet Captain Semmes.

Captain Semmes and all the men are now placed under the care of Mr. J. Wiblin, for such medical attendance as may be required.

From the London Times, June 21, 1864.

[EDITORIAL.]

On Sunday morning, just as all good people were coming down to breakfast, an awful Sunday morning's work was preparing within sight of the British isles, if among these isles we may include the barren rock upon which a million has been spent to make it a sentry-box to watch the port of Cherbourg. From the latter port, just about 9 o'clock, there issued the Alabama, the ship that for two years has struck terror into the heart of the most confident and almost the strongest naval power in the world. More than a hundred times over the very name of the Alabama, thundered through a speaking trumpet, has brought down the rival flag as if by magic, and compelled the luckless crew to submit to the inglorious process of examination, surrender, spoliation, and imprisonment, to see their ship plundered and sent to the bottom. In the shape of chronometers and other valuables, the Alabama carried the *spolia opima* of a whole mercantile fleet. This time, however, it was not to order a merchantman to lie-to while his papers were examined that this scourge of the federal navy came out of Cherbourg. It is not in our power to say why Captain Semmes, who has gained so much glory and so unquestionable a reputation for courage that he could afford to be prudent, came

out with a ship just returned from a long voyage, and much in want of repair, to encounter a foe larger, better manned, better armed, provided, as it turned out, with some special contrivances for protection, and quite as likely to be as well handled as his own ship. For many months we have heard of the Kearsarge as a foe worthy of the Alabama, should she have the luck to catch her; indeed, the captain of the Kearsarge had assumed that if they met there could be only one possible result. Why, then, did not Captain Semmes see that this was an occasion for the exercise of that discretion or that ingenuity which the greatest generals have thought rather an addition to their fame? Did his prudence give way, as they say a brave man's courage will sometimes? Was he wearied with a warfare upon the defenceless? Did conscience or self-respect suggest that the destroyer of a hundred unarmed merchantmen had need to prove his courage and to redeem his name from piracy? It is simply said he had been challenged, and that he had accepted the challenge, not without some forecasts of the result. As an ordinary duellist hands his watch and his pocket-book to a friend, Captain Semmes sent on shore his sixty chronometers—the mementoes of so many easier conflicts—his money, and the bills of ransomed vessels. He then steamed nine miles out to sea, and entered into mortal combat with the enemy, first exchanging shots at the distance of little more than a mile—out of all distance our fathers would have called it; not so now.

As it happened, and as it frequently happens on such occasions, an English yacht was in the harbor, and its owner, Mr. Lancaster, thought the view of one of the most important naval engagements likely to occur in his time was worth the risk of a stray shot. His wife, niece, and family were on board; but, no doubt, they shared his interest in the spectacle. The firing began just as we Londoners had got to the first lesson in the morning service. As the guns of the Alabama had been pointed for 2,000 yards, and the second shot went right through the Kearsarge, that was probably the distance at first; and we are told the ships were never nearer than a quarter of a mile. The Alabama fired quicker, in all about 150 rounds; the Kearsarge fired about 100, chiefly 11-inch shells. One of these shells broke the Alabama's rudder and compelled her to hoist sail. By this time, however, after about an hour's work, the Alabama was sinking, and could only make the best of her way in the direction of Cherbourg. Pursuing our comparative chronology, this brings us to the beginning of the sermon; and it was at the very time that our congregations were listening, as well as they could, to the arguments or the eloquence of our preachers, that the very moving incidents of death and of rescue took place off Cherbourg—the gradual sinking of the Alabama, the picking up of the drowning seamen, and the final departure of the Deerhound, with Captain Semmes, his surviving officers, and some of the crew. The men were all true to the last; they only ceased firing when the water came into the muzzles of their guns; and as they swam for life, all they cared for was that their commander should not fall into federal hands. He reports that he owes his best men to the training they received on board the Excellent. To all appearance the superiority of the Kearsarge lay partly in her guns, and of course somewhat in her more numerous crew, but not less in her more powerful machinery, which enabled her to move quicker and manœuvre more easily.

We are becoming accustomed to scenes that only four years ago would have been thought appalling, horrible, and portentous. Think of a quiet gentleman, with wife, niece, and family, perhaps governess and maid-servants, having witnessed at their ease, on Sunday morning, a fight, not between two cocks or two dogs, but two men-of-war, a few hours' sail from Southampton. In fact, they and the survivors of the ship destroyed were walking about Southampton and shopping on Monday morning. There appears to have been a very respectable allowance of killed, wounded, and missing; and among the latter is an English surgeon, who is supposed to have gone to the bottom in the midst of his bleeding patients. We shall know very shortly whether the chains hung outside the Kearsarge saved her men. To all appearance they did not; and but for the melancholy fact that some of the Alabama's wounded must have gone down with her, the loss would probably have been nearly the same on both sides. Is there not something ominous in such an encounter within our own seas? Such a contest, so brief, so hard fought, and so decisive, is even more terrible than the hand-to-hand tussle, and the mere game of fisticuffs that our old fleets used to indulge in with a thousand popguns on either side. True, there was damage done at last, but sometimes very little damage to speak of; and a big ship might receive many hundred shots only to have the glory of showing the shot-holes to the populace of Portsmouth. It is not so now. At the distance of a mile, never less than a quarter of a mile, a formidable ship, the terror of American commerce, well armed, well manned, well handled, is sent to the bottom in an hour. Exactly an hour elapsed from the first shot to the moment when it became obvious that the vessel was sinking, when, indeed, the rudder was broken, and the fires were put out. That is the pace at which our naval engagements will be fought for the future. In this instance the pace was all the quicker because the guns had start of the ships, the guns being the new artillery, the ships wooden, excepting the chains of the Kearsarge, if they constitute an exception. The next duel in the British channel will probably be between two vessels of the Warrior class; and he must be a bold man who can be sure that it will last as long as a Sunday morning service, or be less decisive than the last Sunday's.

From the Liverpool Courier, June 21, 1864.

GALLANT SEA FIGHT BETWEEN THE ALABAMA AND THE KEARSARGE.—
THE ALABAMA SUNK.—HEROIC RESISTANCE OF CAPTAIN SEMMES.

When the meagre telegrams from Cherbourg were received on Sunday night, stating that an engagement was reported to have taken place between the Alabama and the Kearsarge, and that the confederate vessel had been sunk, the statement was regarded as an idle rumor without the slightest foundation in fact. Indeed, Liverpool people were very reluctant to give credence to the report, and the baldness of the telegrams almost justified their rejection. The first impulse, therefore, was to regard the alleged fight as altogether mythical. But as people began to arrive in town for business yesterday morning, the second edition of the Daily Courier informed them that the Alabama and the Kearsarge had really met in stubborn conflict, that the confederate cruiser had proved unequal to her adversary in strength of hull and weight of armament, and that gallantly fighting until their vessel was half engulfed, Captain Semmes and the remnant of his crew were at length constrained to jump into the sea to avoid being carried to the bottom in their sinking craft.

The naval duel between the Alabama and the Kearsarge is not one of the least brilliant incidents in the American war. Even prejudiced federalists will not deny Captain Semmes credit for almost romantic gallantry in the struggle. He accepted a challenge from a far more powerful adversary; he knew his antagonist was in good repair and better armed, and he also knew that his own vessel was in a wretched state of dilapidation, the inevitable result of a world-wide cruise. Under such circumstances, it is no disgrace to Captain Semmes that he was worsted. Preponderance of force, not superior bravery or skill, was the cause of failure, and this was beyond his control. All persons may not be disposed to concur in the propriety of the mission in which Captain Semmes was employed, but after reading the account of Sunday's encounter, they must feel convinced that he is a chivalrous officer, on whose fame the term "pirate" is a foul aspersion.

The accounts of the fight are still somewhat meagre, but we must wait until some of those on board the vessels have had an opportunity of supplying the details. These will be looked forward to with considerable interest, and in the mean time the particulars which we are able to publish will, no doubt, be eagerly read. The following telegrams were received at the Liverpool underwriters' rooms from Lloyd's agent at Cherbourg:

Cherbourg, Sunday, 12. 10 p. m.—The Alabama left this morning, and is now engaged with the Kearsarge. A brisk cannonade is heard.

1.40 p. m.—The Kearsarge has just sunk the Alabama. An English yacht has saved the crew.

The telegraph company's express from Southampton was to the following effect. It contains the account furnished to the newspapers by Mr. John Lancaster, of the steam-yacht Deerhound, which, by the way, is one of the Royal Mersey Yacht Club vessels:

Southampton, June 20.—The steam-yacht Deerhound has arrived off Cowes with Captain Semmes and the crew of the confederate steamer Alabama. The following are the details of the engagement, which took place yesterday:

"At 10.30 the Alabama was observed steaming out of Cherbourg harbor towards the federal steamer Kearsarge. At 11.10 the Alabama commenced the action by firing with her starboard battery at a distance of about one mile. The Kearsarge also opened fire immediately with her starboard guns, and a sharp engagement, with rapid firing from both ships, was kept up, both shot and shell being discharged. In the manœuvring, both vessels made seven complete circles at a distance of from a quarter to half a mile. At twelve o'clock the firing from the Alabama was observed to slacken, and she appeared to be making head sail and shaping her course for land, which was distant about nine miles. At half past twelve the confederate vessel was in a disabled and sinking state. The Deerhound immediately made towards her, and on passing the Kearsarge was requested to assist in saving the crew of the Alabama. When the Deerhound was still at a distance of 200 yards the Alabama sank, and the Deerhound then lowered her boats, and, with the assistance of those from the sinking vessel, succeeded in saving about forty men, including Captain Semmes and thirteen officers.

"The Kearsarge was apparently very much disabled.

"The Alabama's loss in killed and wounded is as follows: Drowned, one officer and one man; killed, six men; wounded, one officer and sixteen men. Captain Semmes is slightly wounded in the hand.

"The Kearsarge's boats were lowered, and, with the assistance of the French pilot, succeeded in picking up the remainder of the crew."

Southampton, June 20.—From further particulars received here of yesterday's engagement it appears that Captain Semmes accepted the challenge of the Kearsarge to fight, although aware that his adversary carried fifty more men than his own vessel, and was a larger ship with heavier guns. Captain Semmes was not, however, aware that the Kearsarge was chain-plated under her outside planking. Shortly after the action commenced, a shot from the Kear-

Sarge killed three men on board the Alabama, cutting them to pieces, and a second shot wounded three more men and killed another, while a third shot carried away the blade of the Alabama's fan and part of the rudder, on her deck disabling a gun, and causing much damage below and forward. Her compartments were all carried away, and the fire-room was filled with water.

The Alabama fought under sail, first using her starboard battery, and afterwards her port battery; she continued the engagement with the muzzles of her guns under water, and one part of her deck covered with dead and wounded. When found in a sinking state, the Alabama ceased fighting and lowered her boats, in which the dead and wounded were placed. Shortly afterwards the Alabama sank, the officers and crew jumping into the sea, when the Kearsarge's boats came up to assist in saving the crew. The officer in command of the boats inquired for Semmes, and was told that he was drowned, whereas he had already been picked up by the yacht Deerhound and stowed away, the yacht having then steamed off with all speed, expecting the Kearsarge would attempt to capture those on board. Before the Alabama left Cherbourg to engage the Kearsarge, Captain Semmes sent on shore an iron chest containing specie, 60 chronometers, and other valuables.

The engagement is described by the owner of the yacht Deerhound as a most brilliant affair, the fighting being severe and at short distance. The Alabama's guns were served rapidly but doing less execution. The Kearsarge, however, is said to have sustained much damage, her sides being torn open, showing the chain plating.

The officers of the Alabama estimate their loss in killed and wounded at from 30 to 40 men. Captain Semmes is very unwell, from being in the water a considerable time, and in consequence of the wound in his hand.

Captain Semmes visited several shops in Southampton this morning to procure a personal outfit.

Another account from Southampton says the Kearsarge had a chain-cable triced along her sides to break the force of the Alabama's shot. The Alabama was almost 1,000 yards from the Kearsarge when she fired the first shot at 10.30; being the fastest ship she was able to steam round her antagonist in continually narrowing circles, but when within 500 yards of the Kearsarge the rudder and screw of the Alabama were shot away and she was rendered helpless. Her colors were shot away.

A word for the Kearsarge.

A despatch from Cherbourg in the Evening Star says the Kearsarge has suffered no damage of importance; none of her officers were killed or wounded, and only three of her seamen wounded. The Kearsarge captured sixty-eight officers and crew of the Alabama.

The Morning Herald says the Alabama was terribly in want of repairs; her copper was strained to such an extent as to deprive her of her only advantage—superiority of speed, while the Kearsarge was fresh from port, and kept purposely in order for the contingency of an encounter with the Alabama. The Alabama was, however, from the first, overmatched. The crew of the Kearsarge consisted of 150 to her 120, and the Kearsarge carried two 100-pounders, the Alabama carrying no guns of that calibre. Captain Semmes, notwithstanding the bad condition of his ship, and the superior weight of metal of the United States cruiser, determined to leave port and at once engage the Kearsarge; before going out to fight he left all his journals ashore. The Herald adds, "Naval men, who know what a ship is after two years' knocking about in all latitudes, will readily understand how unequal were her chances against the Kearsarge, fresh from port, and kept purposely in order for the contingency of an encounter with the Alabama or one of her sister ships. The Alabama is gone, but there is no confederate flag to commemorate the defeat. Seven fathoms deep, and colors still flying, lies the noble vessel that for so many months was the terror of Yankee skippers. It will be long before her memory is lost, and if the next ship that bears her name does her work as well, even if she shares her fate, she will have played an important and a glorious part in the cause of the confederacy. We (Times) are informed by a gentleman connected with the firm of Messrs. Saunders & Otley, who saw Captain Semmes at Cherbourg on Sunday, that the Alabama was to go out to fight the Kearsarge, and with this intention Captain Semmes confided to this gentleman his journals and other documents connected with the cruises of the Alabama.

Captain Semmes at Southampton.

SOUTHAMPTON, Monday evening.

The excitement prevailing here to-day has in no way diminished. This afternoon Captain Semmes, on proceeding up to town, was completely besieged by crowds of people, who collected around the carriage, and vociferously cheered him along the streets. A great banquet to Captain Semmes and his officers, in honor of their bravery, is already spoken of by some of the leading citizens.

*Captain Semmes's wound.*SOUTHAMPTON, *Monday evening.*

Captain Semmes has found it necessary to call in surgical advice for a wound in his left hand, which is injured by a splinter from a shell. A great number of visitors have called and left their cards, but the captain politely declines seeing any one at present.

Further particulars.

The correspondent at Southampton of the Express telegraphs to that paper of last night the following statement, which he gathered from one of the petty officers of the Alabama: "The Alabama arrived at Cherbourg on the 12th instant, seventy days from Cape Town. The Kearsarge arrived off Cherbourg on the 13th instant. Challenges to fight were reciprocated by the commanders of the Alabama and Kearsarge. The former, having taken in coal and undergone some refitting, steered out of Cherbourg at 9 a. m. on Sunday. She was escorted by the French iron-clad Couronne, which was appointed to see the Alabama clear of the limits of the port of Cherbourg. The engagement took place about twelve miles from the port. The first shot was fired by the Alabama at the Kearsarge at 10.30 a. m. The latter had a chain-cable triced along her sides, to break the force of the shot from the Alabama. The Alabama was about one thousand yards from the Kearsarge when she fired the first shot; being the fastest ship she was enabled to steam round her antagonist in continually narrowing circles. When within five hundred yards of the Kearsarge the rudder and screw of the Alabama were shot away, and she was rendered helpless; her colors were shot away. The action lasted from 10.30 a. m. until noon. At the conclusion of the action nine badly-wounded men of the Alabama were sent on board of the Kearsarge. The crew of the Alabama, when she went into action, were one hundred and forty men, all told. After the action the Kearsarge appeared in a disabled condition. Four men were killed and ten wounded on board the Alabama."

With reference to Captain Semmes, the same authority says: "Captain Semmes is at Ketway's hotel here, and the other officers and men are about here, getting clothes and necessities; they are taken charge of at the Sailors' Home here. Captain Semmes and chief officer Lee are now at Emmanuel's, the tailor, on High street, making purchases. His hand is bandaged over, owing to a wound he received in action. The shop is crowded with people, endeavoring to catch a glimpse of the confederate commander.

The Moniteur's account.

The Moniteur of yesterday (Monday) morning gave the following account of the destruction of the Alabama: "The Alabama left the port of Cherbourg at 11.30 a. m. The engagement with the Kearsarge commenced at noon, when a violent cannonade was heard. The Alabama, being pursued by the Kearsarge, made all her speed to reach Cherbourg, but shortly after one o'clock she sank."

The victor and the vanquished.

Under this title the Evening Star supplies some information regarding the two vessels. In reading it the public should bear in mind that the Star is a violently northern paper, and that a strong federal bias is betokened in the tenor of the article.

The following description of the Alabama, which yesterday succumbed to the United States war-sloop Kearsarge, will be read with interest. It is from the private journal of one of her officers: "The 'No. 290,' or Alabama, was launched from the building-yard of Messrs. Laird, of Birkenhead. She was a bark-rigged wooden propeller of 1,040 tons register. Length of keel, 210; length over all, 220 feet; beam, 32; depth, 17. Her engines, built by the same firm, were two horizontal ones, each of 300 horse-power, with stowage for 300 tons of coal. Her sails, carried at all times, were as follows: Fore, foretopmast-staysail, and jib; two large trysails; the usual square sails on fore and main, with the exception of the mainsail, which was a flying one; spanker and gaff-topsails; all standing rigging wire. Double wheel, with motto engraved thereon, "*Aide toi, et Dieu t'aidera*," placed just before the mizzenmast. Bridge in the centre, just before the funnel. She carried five boats viz: cutter and launch amidships, gig and whaleboat between the main and mizzenmasts, and dingey astern. The main deck was pierced for 12 guns, elliptic stern, billet head, high bulwarks; cabin accommodation, first class; wardroom furnished with a handsome suit of state-rooms; steerage starboard for midshipmen; port for engineers. Next came engine-room, coal-bunkers, &c.

Then the berth deck, capable of accommodating 120 men; under the wardroom were storerooms, and under the steerage were shell-rooms; just forward of the fire-arms came the hold; next the magazines; and forward of all the boatswains' and sailmakers' storerooms; the hold, &c., being all under the berth deck." At the time the Alabama left Cherbourg her crew numbered rather more than 150 persons.

The Alabama sailed from Liverpool on the 29th of July, 1862. Of her notorious career it is hardly necessary to speak, so often have her doings been the subject of comment in the press. During a career of nearly two years she has visited almost every quarter of the world, burning and destroying the peaceable vessels of the United States mercantile marine wherever found, and dexterously evading the repeated efforts of the United States navy to effect her capture.

We believe her solitary encounter before the one which has now terminated her career of mischief took place off Galveston, when she decoyed the gunboat Hatteras within range of her guns by hailing as her Majesty's steamer Petrel, the Hatteras being sunk by the Alabama's broadside. The latest achievement of Captain Semmes, her commander, was in the form of a legal argument, addressed to a contemporary, in justification of the practice of destroying vessels without adjudication by a court of law. We believe that there is no doubt as to the fight with the Kearsarge having been sought by Captain Semmes, and that it was eagerly accepted by the gallant officer in command of that vessel.

The Kearsarge (not Kearsage as given in the telegrams) is one of the new vessels of the United States navy, built since the commencement of the war, and the twin ship of the Tuscarora, whose presence in the Solent during the visit of the confederate cruiser Nashville (since destroyed) occasioned considerable excitement some time since. She is a sloop of 1,031 tons, carrying eight guns. Her broadside guns are 32-pounders, six in number; but she is also furnished with two 11-inch smooth-bore Dahlgrens; and it is to these tremendous weapons the sinking of the Alabama is probably due. Her crew consists of about 100 men, her captain being John A. Winslow, a loyal North Carolinian, and her first officer, Lieutenant James S. Thornton, who, in the same capacity, assisted at the capture of the iron-clad Atlanta, at Savannah, some months ago. Lieutenant Thornton has a high reputation in the service as an artillery officer. The names of the two hostile ships are curiously enough indicative of their respective origin. The Alabama is named after the proudest of the slave States, and the Kearsarge after a range of mountains in free New England. We believe the latter vessel was one of the nine gunboats furnished to the United States government in ninety days from the date of the order being given.

The above sketch will show that in point of size, men, and armament, the two vessels were not unequally matched. And Anglo-Saxon courage and seamanship no doubt aided both; for the crew of the Alabama, it will be remembered, consisted almost entirely of Englishmen, many of whom had belonged to the naval reserve.

The crew were paid regularly every three months by orders on Liverpool.

From the Liverpool Daily Post, June 21, 1864.

DAILY POST OFFICE, *Tuesday, 9 a. m.*

THE ALABAMA AND THE KEARSARGE.—The Times is puzzled to know why Captain Semmes, who has gained so unquestionable a reputation for courage, came out with a ship just returned from a long voyage, much in want of repair, to encounter a foe larger, better manned, better armed, provided, as it turned out, with some special contrivance for protection, and quite as likely to be as well handled as his own ship.

The Times, in its account of the action, states that as the guns of the Alabama had been pointed for two thousand yards, and the second shot went right through the Kearsarge, that was probably the distance at first. The ships were never nearer than a quarter of a mile.

The Alabama fired quicker—in all, about one hundred and fifty rounds. The Kearsarge fired about one hundred rounds, chiefly 11-inch shells. One of these shells broke the Alabama's rudder, and compelled her to hoist sail. By this time, however, after about an hour's work, the Alabama was sinking, and could only make the best of her way in the direction of Cherbourg.

To all appearance the superiority of the Kearsarge lay partly in her guns, and, of course, somewhat in her more numerous crew, but not less in her more powerful machinery, which enabled her to move quicker and manœuvre more easily.

There appears to have been a very respectable allowance of killed, wounded, and missing, and among the latter is an English surgeon, who is supposed to have gone to the bottom in the midst of his bleeding patients.

Exactly an hour elapsed from the first shot to the moment when it became obvious that the vessel was sinking, when, indeed, the rudder was broken, and the fires were put out. That is the pace at which our naval engagements will be fought for the future. In this instance the pace was all the quicker because the guns had start of the ships, the guns being the new artillery, the ships wooden.

On board the Alabama all the hammocks were let loose, and arrangements had been made for sinking rather than that she should be captured.

As far as is known, not a relic of the Alabama is in the possession of her successful rival. When she was sinking Captain Semmes dropped his sword into the sea, to prevent the possibility of its getting into their hands.

The men were all true to the last. They only ceased firing when the water came into the muzzles of their guns; and as they swam for life, all they cared for was that their commander should not fall into federal hands. He reports that he owes his best men to the training they received on board the Excellent.

The Kearsarge carries ten very heavy 11-inch shell guns, the so-called columbiads of the American navy. The Alabama, on the contrary, is stated to have had only two heavy rifled guns and six broadsiders, (32-pounders.)

Proposed demonstration to Captain Semmes.

To the Editor of the Daily Post :

SIR: It has been currently reported on change to-day that Captain Semmes, of the late steamer Alabama, is expected in Liverpool most probably to-morrow, and that the gentlemen forming the Southern Club in Brown's buildings purpose giving him a public ovation upon his appearance, upon change, such as Englishmen only give to great public men of this country, or to illustrious strangers. As Captain Semmes cannot, I think, fairly lay claim to either of these designations, but appears merely as a combatant in a struggle in which Great Britain has, by the voice of her Majesty the Queen, proclaimed a strict neutrality, may I beg of you to publish this protest against such a proceeding, a protest which, I am sure, is but the expression of the reflecting mercantile community of Liverpool? I trust the merchants of Liverpool will not, by tacitly acquiescing in such a demonstration, add still further to the irritation of feeling already existing in the United States respecting the Alabama; for whether she may be considered as having been a duly recognized vessel-of-war of the southern confederacy or not, she sailed from this country by stealth, and in doing so violated our municipal laws. Surely our merchants and ship-owners, who have so much to lose by the precedent of the Alabama being established, viz: cruising on the high seas, plundering, burning, and destroying, but not legally and according to international laws condemning her prizes, will not only hesitate before they permit such a demonstration to take place, but will take such steps as will prevent its occurrence, and thereby discountenance and prevent such a proceeding on the part of those southern gentlemen resident here and their friends, who would be too glad of any opportunity to embroil this country in a war with the United States of America, regardless of the consequences to our honor or to the material interests of our country. Such a demonstration, if attempted, is sure to be met by one of an opposite character; and I trust both may be avoided by a little reflection on the part of those gentlemen who, as strangers, find themselves received here with kindness and courtesy even by those who differ with them, and who consequently ought to be the last to act in any way which would prejudice the interests or the honor of this country.

Yours, truly,

A BRITISH SHIP-OWNER.

LIVERPOOL, June 20, 1864.

Mr. Lancaster's account of the fight.

Mr. Lancaster wrote as follows to the *Times* :

SIR: Herewith I send you a copy of my log respecting the engagement between the confederate steamer Alabama and the federal steamer Kearsarge:

"Sunday, June 19, 9 a. m.—Got up steam, and proceeded out of Cherbourg harbor.

"10.30.—Observed the Alabama steaming out of the harbor towards the federal steamer Kearsarge.

"11.10.—The Alabama commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The Kearsarge immediately replied with her starboard guns. A very sharp, spirited firing was kept up, shot sometimes being varied by shells. In manœuvring both vessels made seven complete circles at a distance of from a quarter to half a mile.

"At 12 a slight intermission was observed in the Alabama's firing, the Alabama making head sail, and shaping her course for the land, distant about nine miles.

"At 12.30 observed the Alabama to be disabled and in a sinking state. We immediately made towards her, and on passing the Kearsarge were requested to assist in saving the Alabama's crew.

"At 12.50, when within a distance of two hundred yards, the Alabama sunk. We then lowered our two boats, and, with the assistance of the Alabama's whale-boat and dingey, succeeded in saving about forty men, including Captain Semmes and thirteen officers. At one p. m. we steered for Southampton."

I may state that before leaving the Kearsarge was apparently much disabled. The Alabama's loss, so far as at present ascertained, in killed and wounded, &c., was as follows, viz: one officer and one man drowned, six men killed, and one officer and sixteen men wounded. Captain Semmes received a slight wound in the right hand.

The Kearsarge's boats were, after some delay, lowered, and, with the assistance of a French pilot-boat, succeeded in picking up the remaining survivors.

JOHN LANCASTER.

STEAM-YACHT DEERHOUND, off Cowes, June 19.

It is somewhat remarkable that the steam-yacht Deerhound, from whose deck was witnessed the fight between the Alabama and Kearsarge, was built at the same time and in the same yard with the Alabama. The builders were the Messrs. Laird, and the Deerhound was the first steel-clad vessel built. The plates were manufactured at the Mersey Steel and Iron Works. She was built for the Duke of Leeds, and subsequently sold to Mr. Lancaster, of the iron works, Wigan.

The Kearsarge is commanded by Captain John A. Winslow, a native of North Carolina. The Kearsarge carries seven guns, two of which are 100-pounders each.—*Liverpool Post*.

The English steam-yacht Deerhound, belonging to Mr. John Lancaster, of Hindley Hall, Wigan, when she steamed out of Cherbourg on Sunday morning, had on board Mrs. Lancaster, her family, and niece. After the fight was over the yacht steamed to Southampton at the rate of thirteen knots an hour.—*Liverpool Post*.

Letter from the Secretary of State, transmitting copy of despatch No. 305 of the United States consul at Liverpool.

DEPARTMENT OF STATE,
Washington, July 9, 1864.

SIR: I have the honor to transmit herewith, for your further information in regard to the destruction of the Alabama and the movements of blockade runners, a despatch (No. 305) received from the United States consul at Liverpool.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

Despatch of the United States consul at Liverpool, enclosing additional extracts from foreign newspapers.

No. 305.]

UNITED STATES CONSULATE,
Liverpool, June 24, 1864.

SIR: A vessel from Bermuda reports the pirate steamer Florida off that island on the 6th instant.

Enclosure No. 1 contains Captain Semmes's statement of the fight between the Alabama and Kearsarge, cut from the London Times of yesterday; also an editorial and communication from the Liverpool Courier. * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

From the London Times, June 23, 1864.

THE ALABAMA AND THE KEARSARGE.

To the Editor of the Times :

SIR : I send herewith a copy of the official report of Captain Semmes of his late engagement with the United States ship Kearsarge, which you may, perhaps, think worthy a place in your columns.

I avail myself of the occasion to note one or two inaccuracies in the letter of your correspondent, dated at Southampton on Monday, and published in *The Times* of Tuesday. The crew of the Alabama is there stated at 150 men ; she had, in fact, but 120, all told.

Again, as to her armament ; that of the Kearsarge may be correctly given by your correspondent. I do not know what it was. The Alabama had one 7-inch Blakely rifled gun, one 8-inch smooth-bore pivot gun, and six 32-pounders, smooth-bore, in broadside.

I am, sir, very respectfully, your obedient servant,

J. M. MASON.

24 UPPER SEYMOUR STREET, *June 22.*

"SOUTHAMPTON, June 21, 1864.

"SIR : I have the honor to inform you that, in accordance with my intention, as previously announced to you, I steamed out of the harbor of Cherbourg between 9 and 10 o'clock on the morning of the 19th of June for the purpose of engaging the enemy's steamer Kearsarge, which had been lying off and on the port for several days previously. After clearing the harbor we descried the enemy, with his head off shore, at a distance of about seven miles. We were three-quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head in shore, presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides.

"The enemy now pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common centre, and preserving a distance from each other of from a quarter to half a mile. When we got within good shell range we opened upon him with shell. Some 10 or 15 minutes after the commencement of the action our spanker gaff was shot away, and our ensign came down by the run. This was immediately replaced by another at the mizzenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling a number of men in different parts of the ship.

"Perceiving that our shell, though apparently exploding against the enemy's sides, were doing him but little damage, I returned to solid shot firing, and from this time onward attended [alternated?] with shot and shell.

"After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded within our sides and between decks, opening large apertures, through which the water rushed with great rapidity.

"For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam, and set such of the fore and aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and despatched a boat to inform the enemy of our condition.

"Although we were now but 400 yards from each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally.

"We now turned all our exertions towards saving the wounded and such of the boys of the ship who were unable to swim. These were despatched in my quarter-boats, the only boats remaining to me—the waist-boats having been torn to pieces.

"Some twenty minutes after my furnace fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given the crew, jumped overboard and endeavored to save himself.

"There was no appearance of any boat coming to me from the enemy after my ship went down. Fortunately, however, the steam yacht *Deerhound*, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about 40 others, all told.

"About this time the Kearsarge sent one, and then, tardily, another boat.

"Accompanying you will find lists of the killed and wounded, and of those who were picked up by the *Deerhound*; the remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot-boats, which were also fortunately near the scene of action.

"At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated; this having been done with chain constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath.

"This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell; it is believed he was badly crippled.

"My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honor.

"Where all behaved so well it would be invidious to particularize, but I cannot deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition in which the ship went into action with regard to her battery, magazine, and shell-rooms, and that he rendered me great assistance by his coolness and judgment as the fight proceeded.

"The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also iron-clad.

"Our total loss in killed and wounded is 30, to wit: 9 killed, 21 wounded.

"I have the honor to be, very respectfully, your obedient servant,

"R. SEMMES, *Captain.*"

From the Liverpool Courier, June 23, 1864.

THE LAST FIGHT OF THE ALABAMA.

Down under the French waters, resting on the bed of the ocean, lies the gallant *Alabama*, with all her guns aboard, and some of her brave crew waiting until the sea yields up its dead. Her career cannot be said to have been shortlived, for she has made her name and the character of the young navy of the south famous through all the world. No need to blush have the builders of the *Alabama*. Of good old English oak were her timbers, fashioned by English shipwrights. Active hands and stout hearts were those of her seamen. Over the waters she passed triumphantly for nearly three years as an angel of destruction, and she has been at once the emblem of the power and of the waste of war. On the dark ocean, when the mariner beheld a sheet of flame rising in the distance, and saw the long dark hull of the victor emerging from the smoke, he knew the *Alabama* had been at work. She has driven northern shipping from the seas, for none knew when or where the *Alabama* might be met, and to meet her was ruin. She has cost the federals a thousand times more than her price. She has been worth an army of 100,000 men to the confederacy, for the vigor and skill with which she was commanded impressed all with respect for the people who, at a moment's warning, could send forth such a ship and such a crew. She was the allegory of the confederacy itself in all but her closing scene. Her crew exhibited the same daring, the same self-sacrifice, the same fortitude, the same fertility in expedients, the same indomitable courage which the whole confederacy manifests to the world. At the last she went forth gallantly, and sank amidst the cheers of her crew, with her pennon fluttering upwards before it met the waters, leaving not a rope or spar for the enemy to triumph over. Down with her hissed to the bottom her captain's sword. The emblem of authority lies beside the ship, never to be seen by man again. Had fortune favored the gigantic invasion of Grant, had it been written that Richmond could resist no more, we believe that Lee and his soldiers would have gone forth to battle as boldly as Semmes and his crew, and at the last Richmond would have disappeared, like the *Alabama*, amidst fire and smoke, the roar of artillery and the cheers of her defenders exulting in the hour of defeat.

The *Kearsarge*, whose glory it is to have slain the dragon which devastated the American mercantile marine, was built not for speed but for war. She was armed with the favorite columbiads of the American navy, and threw 11-inch shells. She had but recently received a thorough repair in an English dockyard, and her machinery was in the nicest order. The *Alabama* had been knocking about the world almost incessantly; constant service had stripped off her copper, strained her timbers, and loosened her joints. She was no longer the swift messenger of ruin that she had been, and when her commander accepted the challenge of the *Kearsarge*, she was preparing to undergo repairs absolutely necessary to keep her afloat. Her end was as romantic as her career. She went out to do or die. All her books and papers, all the tokens of remembrance of past successes, were deliberately landed before

she went forth to meet her antagonist. Before the fight began every preparation had been made to sink her at the worst. The Alabama should never enter Brooklyn navy yard in tow of a federal war ship. We do not agree with those who censure Captain Semmes, and think him to have been guilty of rashness in encountering a ship which he knew well was fresh from port and stored with the most effective means for his destruction. An examination of the Alabama may have proved that thorough repair was hopeless; he may have determined that his noble ship should never be known as a quiet trader creeping along the coasts; that her last act should be like her whole career, one of daring defiance of her enemies, and that as men walk the earth and rest in earth, so she should sink into the waters which had been her home. Captain Semmes might have declined the contest had he known that the Kearsarge wore armor. When the federal fleets stormed the castles which defended New Orleans, they were hung round with looped cables, and to these they owed their safety. The Kearsarge entered the fight like a duellist with chain armour under his shirt. Had Captain Semmes been aware of the fact, he would probably have refused to fight his ship against an enemy so defended.

But we prefer to think that Captain Semmes believed the sinking of the Alabama in fair downright fight would reflect more credit on his country than her preservation at the time. A brave seaman does not coldly calculate the chances that are against him, and well is it for England that it is so. It would sully the brilliant glory of the Alabama were she to skulk in port, and owe her safety to French guns, while a challenging enemy waited outside for the moments of her appearance. The northern press would have charged the crew of the Alabama with cowardice; it would have been said that her commander was bold against unarmed merchantmen, but avoided a contest with an armed antagonist. From our own bitter experience at the present moment, we know that there are some things more precious than the preservation of what is under our command. The honor of England is far more precious than the six weeks' abeyance of war we have purchased by dishonorable truckling. The career of the Alabama is the first bright page in the history of the southern navy, and the finis should be brilliant too. The honor of the confederacy might seem to require that the Alabama should shrink from no encounter, no matter what the issue might be. So Captain Semmes called his "sea dogs" together, and told them what he designed to do. The crew were worthy of him, and to a man demanded to be led against the enemy. The fortune of the day does not always depend upon strength. Who knew whether some lucky shot might not make the Kearsarge a prize? At the worst, the Alabama should end her career gloriously, and her funeral dirge should be the thunder of artillery as she sank grandly in the waters which embraced her.

The Alabama taught us that vessels of her class and build are likely to possess an extraordinary influence on all future maritime wars. We have been building immense iron castles at the cost of half a million each, yet these are useful only in deep waters, and against stone forts, or ships which can move less rapidly than they. Alabamas can dash up creeks and rivers, can bound over shallows where a warrior would be grounded, and can always, from their greater speed, avoid collision with a more powerful antagonist. An Alabama, armed with two or three of the most powerful guns, could pepper a larger ship of slower motion from a distance. A few vessels of her class would soon clear the seas of an enemy's commerce. Happily such ships can only be built in England and at Liverpool, else our friend and ally might teach us what an Alabama could do.

The Alabama fought gloriously to the end; her guns still played while the water entered their muzzles, and when her engine fires were drowned; but she was disabled and rendered almost unmanageable by a single shot. An eleven-inch shell tore away one fan of her propeller and destroyed her rudder. After that she was but a battery capable of being propelled only by sails. Now, here is a fact from which we should derive a lesson. In all future engagements the first object of the enemy will be to render his antagonist incapable of rapid motion or manœuvring. We sink the engines of our vessels-of-war under the water-line, but as yet no means have been adopted to secure the propeller and the steerage apparatus from the efforts of an enemy. This is a matter which should be looked to. As long as the Alabama was able to move in a war-dance of circles, so long she was triumphant; when her propeller was injured, she was almost at the mercy of the foe.

So ends the story of the Alabama, whose journal would be the most interesting volume of ocean literature; whose ubiquity scared the commerce of America from the seas; whose destructive powers have ruined property belonging to the northerners valued at upwards of three millions of money; whose actions very nearly involved these countries in war with the United States. The Americans are indignant that the ship was built by British hands, of British oak, armed with British guns, and manned by British sailors. We cannot contradict the fact, if it be so, but we can gather comfort from it against all coming storms. We have the oak, the skill, the iron, the guns, and above all, the men, still; and it is the fault of government, and government alone, if, when war breaks out, England does not possess at sea a fleet of a score of Alabamas, ready for any contest that may offer.

The Kearsarge and the Alabama's wounded.

The present whereabouts of the Kearsarge, whether she had remained at Cherbourg or gone to Ostend, was a mystery at the United States consulate here yesterday. The only particulars known of the fight beyond those published were that the Kearsarge had only three men wounded, no officers wounded, and no one killed, and that the ship was "ready to fight that day if required." Of the Alabama's wounded put on board three died, and fifteen were landed at Cherbourg. Captain Semmes is not likely to be in Liverpool for some days; indeed, it is not certain that he will come here at all. It is rumored that guns for the armament of the Rappahannock have been sent to France, and that she will shortly be put in commission as a confederate cruiser.—*Liverpool Courier*.

THE KEARSARGE AND THE ALABAMA.—A LESSON FOR THE ADMIRALTY.

To the Editor of the Daily Courier:

SIR: The federal Americans in this town are jubilant over the very decided victory obtained by the Kearsarge in last Sunday's sea fight. They say, "Here is a British-built, British equipped, and British-manned, though American commanded, vessel-of-war, the Alabama, sunk in an hour's fair fight by an American vessel of the same size, same power, (of engines,) and same number of guns."

So far they are quite correct. The Alabama was built in an English private yard, of the best materials, without stint of cost.

She measured 1,044 tons, had engines of nominally 300-horse power, and carried eight guns, six 32-pounder broadsides, smooth bores, and two pivot guns, on Captain Blakely's principle, called 70-pounders, rifled, and firing elongated shells one hundred pounds weight. The Kearsarge was built in an American private yard in ninety days, it is said, measures 1,031 tons, engine power not stated, and has also eight guns, six 32-pounders on the broadside, and two pivot guns, Dahlgren's 11-inch bore, called 100-pounder columbiads, but regularly served with shells weighing two hundred pounds.

Five hundred of these terrible weapons are stated to be distributed amongst the various vessels of the federal navy. Have we a single gun of equal calibre on any British ship-of-war?

There are several conflicting statements regarding the recent fight which require to be cleared up by the official accounts of the respective commanders. For instance, it was at first stated that the superior speed of the Alabama on Sunday enabled her to steam round and round her adversary. Later accounts in the Times state that the Kearsarge had an advantage in this respect of three knots an hour, and that she had such a command of steam that it was continually blowing off during the action. This latter part of the statement is no proof of the former, but rather an indication that the furnaces of the Kearsarge were kept well plied, to maintain a full head of steam for an emergency, (such as running down, or ramming, a favorite American manœuvre,) and that her engines being worked at reduced speed allowed the surplus steam to escape and show itself. The Alabama's machinery, it is known, must have been somewhat out of order, as the natural consequence of her long cruise, but she had, indeed, fallen off greatly from her usual speed (twelve to thirteen knots under steam) if the Kearsarge had an advantage over her of three knots. Captain Semmes evidently had full confidence in the speed and strength of his vessel, judging by the eagerness with which he opened the fight, and attempted to run alongside of and board his adversary, an attempt which the commander of the Kearsarge cleverly evaded.

The comparative advantages and disadvantages of the vessels did not lie in their English or American build, but would appear, so far as may be judged without perfect information, to be contained in their respective trim, calibre of heaviest guns, and the ingenious contrivance of tricing heavy chain-cables longitudinally outside the planking of the federal vessel, an elastic buffer against shots most effectually used by the wooden vessels of the federal fleet in forcing the passage of the lower Mississippi and subsequent capture of New Orleans.

The Kearsarge was well down in the water. One account states the heads of the men standing in the boats after the action was over were on a level with her upper deck. The greater part of the whole length of her sides was protected by her ingeniously contrived chain armor, and the 100-pound shells of the Alabama are described as rebounding from this buffer and exploding harmlessly in the water. On the other hand, the Alabama was "flying light," and her high, unprotected wooden hull was, therefore, an admirable mark for those terrible missiles which were hurled at her with such fatal effect, until, with gaping sides, with disabled guns and machinery, with blood-stained decks, she plunged, stern foremost, into her glorious wave, where, "full fifty fathoms deep," she lies a warning to our British admiralty.

I say nothing about the bravery with which the battle was fought on both sides; of those unvanquished tars sternly refusing to acknowledge that they were wounded, and sternly working at their guns, or trimming their ship's tackle, until they fell dead from the hurt they proudly would not own to; of the brave English surgeon—son of a may-be quiet country

rector—refusing to escape with the wounded, and going nobly down with the shattered ship; of the conflicting stories about the confederate ensign floating at the mast-head as the mast itself sunk beneath the waves; and the other version, highly dramatic in its way, about the crew rushing aft to prevent the flag being lowered, while Captain Semmes insisted, revolver in hand, upon its being done, and a white flag hoisted in its stead, a most unusual proceeding, by the way, in a naval surrender, the hauling down or “striking” of the national flag being considered sufficient acknowledgment of defeat. All these are mere episodes, stirring enough, I admit; but what we have to do with principally is the grand result of one vessel being hopelessly battered and sunk in less than one hour by another which never came within a quarter of a mile of her.

The 11-inch guns and their 200-pound shells achieved this, and might, I venture to think, achieve it with equal certainty, and even possibly in less time, against any vessel, iron-plated, or old-fashioned wood, in the British navy.

I come, then, again to the question, Have we a gun *in service* in the British navy that can do likewise? Vain question! It is notorious that we have not, though we have a 600-pounder Armstrong, (“Big Will,”) two 300-pounder Armstrongs, a Somerset 100-pounder, and an Admiral Frederic 100-pounder, which are related to have done wonders at Shoeburyness, but, alas! are not known on shipboard, nor likely to be for a generation to come, or so long as the House of Commons consents to find money for costly and never-ending experiments, professedly made for the discovery of that “philosopher’s stone,” a perfect gun.

Let the country urge members of Parliament to speak out upon this question before the session closes, and we are drifted, unprepared, into a Titanic war during the recess. If the admiralty and the ordnance authorities cannot light upon a better gun of their own pattern, let them adopt the Dahlgren, or the Parrott, which penetrated, at such extraordinary distances, the walls of Fort Sumter, or the great cast-iron Rodman gun, claimed to be an improvement on both its American rivals, and the latest specimen of which throws an eighteen hundred-pound (1,800-pound) shot two miles with extraordinary accuracy. Or let them take the Mackay gun in hand, and by fair trial ascertain its capabilities.

Yours, &c.,

VULCAN.

LIVERPOOL, *June 22, 1864.*

P. S.—It is whispered that when the Kearsarge was at Cork the commanding officer of the guardship Hawke made (per instructions) a report about her fittings and equipment, with special reference to her armaments and powers of offence; that the gist of his report was that the Kearsarge had no guns more effective than the ordinary 68-pounder, that old-fashioned favorite of the British admiralty. The Yankees are said to have some special contrivances for raising and lowering their great guns, so that they may have them mounted on deck or snugly stowed below, as weather or other circumstances may require. Did the commander of the Hawke make a gross professional blunder, or is it possible that a “smart” trick was played upon him for an obvious purpose, and that he was only shown the more harmless portion of the Kearsarge’s formidable armament?

ADDITIONAL FOREIGN ACCOUNTS OF THE FIGHT.

Letter from Secretary of the State, transmitting copy of despatch No. 306 of the United States consul at Liverpool.

DEPARTMENT OF STATE,
Washington, July 14, 1864.

SIR: I have the honor to transmit herewith a despatch, No. 306, received from the United States consul at Liverpool, relative to the destruction of the Alabama. I will thank you to return the despatch.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

Despatch of the United States consul at Liverpool, enclosing further extracts from foreign newspapers.

No. 306.]

UNITED STATES CONSULATE, LIVERPOOL,

June 29, 1864.

SIR: We are beginning to get at the truth about the fight between the Kearsarge and Alabama. I enclose you, marked No. 1, two slips, one cut from yesterday's, the other from to-day's Daily Post of Liverpool, containing a letter from Captain Winslow and Mr. Stoddard, the master of the Kearsarge. * * * *

I am, sir, your obedient servant,

THO'S H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Copied from the Liverpool Daily Post, June 25, 1864.

CAPTAIN SEMMES'S REPORT.

[From the Star.]

The commander of the Alabama has made an official report to Mr. Mason of the engagement with the Kearsarge. The confederate commissioner, it seems, is still in London, and though he has withdrawn from communication with our government, is still recognized by rebellious southerners as the representative of their president. It is to Mr. Mason, therefore, the English public owe the publication of this unusual document—unusual because the production of a vanquished commander who is at liberty to write and publish only by taking advantage of the clemency of the victors. When Captain Semmes pulled down the confederate ensign and hoisted a white flag he surrendered himself a prisoner of war. He jumped overboard with eighty or a hundred of his crew rather than go down with the ship, and was rescued from drowning by the boats of a neutral, invited by the Kearsarge to assist in saving the lives that were in imminent danger. The owner of the neutral vessel seems to have been conscious that the forty men he had taken on board were liable to be reclaimed of him, for he steamed off as fast as he could to English waters without waiting for such surgical assistance as the Kearsarge might have rendered. No great blame can attach to a private gentleman, the owner of a yacht, for preferring the quickest and surest means of preventing his right of hospitality being called in question. That is but natural, and we doubt not the same alacrity would have been shown in securing the safety of federal survivors if the battle had gone the other way. But if the white flag be the emblem of surrender, every man on board the defeated vessel must be bound to regard himself as a prisoner of war. And though Captain Semmes says nothing about having hoisted such a flag, he accuses the federal commander of having fired on the Alabama five times after the confederate ensign had been hauled down. According to this showing, then, he had surrendered, and his life belonged to the victors. There is, however, distinct independent evidence that a white flag was made by cutting off the plain portion of the confederate ensign. Until it was hoisted the federal commander was under no obligation to cease from firing, for the ensign had twice or thrice before been shot down and replaced. Captain Semmes admits "it is charitable to suppose that a ship-of-war of a Christian nation" would not intentionally have fired upon a sinking and surrendered ship. He might have said that justice required the acknowledgment that the surrender was incomplete, and the ship in the act of making for land under steam and sail. If, without any indication of surrender, with his battle flag still flying defiant and his guns firing until choked with water, he and his men had leaped overboard, those who reached a neutral deck might justly congratulate themselves on having saved their liberty and their honor at the hazard of their lives. And this was the story that was first put forth by the confederate organs. We were told that the Alabama had gone down gloriously, vanquished but not surrendered, her colors nailed to the mast, the gunners still at their posts, and that nothing appertained to the victors but the questionable glory of having triumphed by superior weight of metal and the mean device of hidden armor. No one will begrudge to the vanquished the credit of having bravely and obstinately fought their ship until she could no longer fight or even float. Neither will any one scan too narrowly such excuses for defeat as may abate the bitterness of its humiliation. But there would be more true chivalry, and less of that spurious counterfeit which the south has so long palmed off upon the credulity of Europe, in the candid admission that the Kearsarge was better equipped and better handled than the Alabama; that the swift screw steamer, which has for two years been the terror of innocent and peaceful merchantmen, found more than her match in the first federal corvette fortunate enough to engage her in battle. There is nothing but the

empty boast of invincibility on equal terms in the pretence that the Kearsarge was heavier than the Alabama in ship, battery, and crew, and was also iron-plated. In tonnage, in men, and in armament, there was but a very slight inequality. The Alabama was 1,040 tons register, the Kearsarge is 1,031 tons. The Alabama carried six 32-pounders, one 7-inch Blakely rifled gun, and one 8-inch smooth-bore pivot gun; in all, eight guns. The Kearsarge has exactly the same number and quality of broadside guns, six 34-pounders, and on deck two 11-inch smooth-bore guns. Thus much was known before the engagement took place. The facts were accessible to any one who chose to inquire after them; and Captain Semmes had, of course, well informed himself of the armament of the vessel he was about to fight. But was the Kearsarge under-plated? That was the first statement which came to hand. It was brought by the confederate fugitives who landed on Monday morning at Southampton, and was accepted as the explanation of the Kearsarge's easy victory. But it is now denied by the federal officers. Captain Semmes said he did not know when he went into action that his antagonist was iron-plated, but that he found his shells, though apparently exploding against her sides, did little damage, and that at the end of the engagement it was discovered by officers who went alongside the enemy's ship with the wounded that her midship section on both sides was "thoroughly iron-coated." This was done, he adds, by "chains constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over with a thin outer planking, which gave no indication of the armor beneath." It was the ripping off this planking, he further says, that disclosed the plating, and the fact of the chain having been in some places broken and driven into the ship's side. On the other hand, it is denied by the officers of the Kearsarge that she was iron-plated. They say that they simply resorted to the ordinary precaution of trailing anchor chains over the ships sides on going into action; that there was no wooden covering of the chains; and that they were uninjured by the two out of the seven shots which struck the ship. We must conclude, then, that the victory was achieved by the superiority of artillery practice, and not by any peculiarity of means of defence. And if, as Englishmen, we are a little reluctant to acknowledge the easy destruction of an English-built ship, manned chiefly by English seamen, we must remember that she was built in defiance of our laws, that her best gunners were disobedient to their sovereign's proclamation, and that her cause could never be associated with our flag but with deep dishonor.

From the Daily News.

It will hardly be denied by the most fervid admirers of the Alabama's "daring and brilliant career" that her surviving commander is more fortunate not only than the brave captains who lived before Agamemnon, but than many who had lived and fought in modern times. If many gallant soldiers and sailors in the mythical age died unwept for want of a "reporter," your modern hero of a hundred escapes and of half an hour's ducking after his first and last fair fight seems likely to be drowned after all in torrents of sympathetic ink. There was, perhaps, a little difficulty in making anything very heroic out of the Alabama's career while she lived. Running away from men-of-war and burning unarmed and defenceless merchantmen may be a profitable and useful business, but courage is not precisely the quality one admires in the hawk or the hound when the victory is a partridge or a hare. No doubt there is something romantic and interesting in the mere ubiquity of a sea rover; no romances are more irresistible than those of "Rovers" and "Waterwitches;" and even a "Pirate" who combines speed and seamanship with something of the personal charm of a destroying angel, is the favorite ideal of all young boys and girls, and even of maturer women with well-regulated imaginations. It was commonly supposed that paddle-wheels and screws and funnels (not to speak of diplomacy) had put an end to all the romance and picturesqueness of sea life; the celebrity of the Alabama proves the fallacy of that apprehension. For in what has that celebrity consisted, if not in being heard of here, there, and everywhere, and sometimes in half a dozen latitudes at once; in the Channel, in the Mediterranean, in the Atlantic, in the Pacific, in the Indian ocean, in the China seas, at the Cape, in the Channel again? What a wonderful vessel! The Flying Dutchman was a galliot compared with her! What a wonderful captain to be always pursuing and never caught! And certainly the simple feat of keeping at sea in all weathers for two years without intermission, or breaking down, or repairs, may well strike with admiring wonder a public accustomed to read in their "naval intelligence" of powerful squadrons docking and repairing after six weeks' cruise in the Bay of Biscay or the North sea. Let the captain of the Alabama have his due by all means. Without reference to federals or confederates, let us, as Englishmen, do justice to smart and skilful seamanship wherever we find it. But let not the nation that once owned a Nelson sink to paying equal homage to a sunk Alabama and a surviving victor. To worship success is bad enough; to worship the remains of a runaway smuggler and a nimble-heeled buccaneer because he has come to a legitimate end is something very different from an honest sympathy with defeat. There are British naval officers performing at the hour splendid but unrecorded services who will never receive the honors paid to the captain of the Alabama for having accepted the challenge of the captain of the Kearsarge but not its consequences. Probably the Alabama

was not a classical school of Roman virtue in which the heart of a Regulus could be trained to self-conquest; if the poet were to write of a Semmes *Atqui sciebat*, it would not be to celebrate the prisoner of war who disdained to sacrifice his honor to his safety. *Atqui sciebat* should be interpreted, "though he knew that an English yacht was ready to pick him up and carry him away to a neutral shore where he could forget the English surgeon who perished with his sinking ship rather than abandon the wounded sailors, but where he could fight the battle over again in safety and defeat at leisure the fair fame of a brother sailor and an honorable enemy."

The sceptic who called history a matter-of-fact romance should have lived in our day, when a naval action is fought off Cherbourg on Sunday, and reported to the London and Paris newspapers on the Monday following, no two reports agreeing in any single fact except in the result. Mr. John Lancaster, the owner of the Deerhound yacht, who, in more than the French sense of the words, "assisted at" the engagement, published on the following morning an account which materially differs in the most important points from the official report furnished to Mr. Mason by Captain Semmes and published yesterday.

At 12.30 (we quote Mr. Lancaster's extract from the log of the Deerhound) observed the Alabama to be disabled, and in a sinking state. We immediately made towards her, and on passing the Kearsarge, were requested to assist in saving the Alabama's crew. At 12.50, when within a distance of 200 yards, the Alabama sank. We then lowered our two boats, and, with the assistance of the Alabama's whale-boat and dingy, succeeded in saving about forty men, including Captain Semmes and thirteen officers.

Now what says Captain Semmes?

"There was no appearance of any boat coming to me from the enemy after my ship went down. Ultimately, however, the steam-yacht Deerhound, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. About this time the Kearsarge sent one, and then tardily another boat. Accompanying you will find lists of the killed and wounded and of those who were picked up by the Deerhound. The remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot-boats which were also fortunately near the scene of action."

The odious imputation of inhumanity contained in this passage is not only altogether wanting in Mr. Lancaster's account, it is implicitly and explicitly contradicted by Mr. Lancaster's assertion that he was requested by the captain of the Kearsarge to assist in "saving" the Alabama's crew. Then, again, as to the relative tonnage and armament of the two ships, Captain Semmes writes to Mr. Mason:

"The enemy was heavier than myself, both in ship, battery, and crew, but I did not know until the action was over that she was also iron-clad. Her midship section on both sides was thoroughly iron-coated; this having been done with chain constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath."

A letter which we publish this morning from a gentleman just returned from a visit to the Kearsarge, at Cherbourg, states that the "Alabama had eight guns, the Kearsarge only seven;" and that "the Kearsarge was no more iron-clad than the Alabama might have been, had they taken the precaution. She simply had a double row of chains hanging over her sides to protect her machinery. Two shots from the Alabama struck these chains and fell harmlessly into the water." Again, as to the number of the respective crews, Mr. Mason writes: "She (the Alabama) had, in fact, but 120 all told." Yet Captain Semmes reports: "Our total loss in killed and wounded is 30, to wit, nine killed, 21 wounded. I was fortunate enough myself thus to escape to the shelter of a neutral flag, together with about 40 others, all told." A correspondent who had just visited the Kearsarge, at Cherbourg, reports: "The Kearsarge picked up 63 men, one dead body, and two who died afterwards on board. She also took five officers. So that 130 (officers and men) are actually accounted for as belonging to the Alabama, instead of Mr. Mason's 120 "all told."

Captain Semmes accuses the Kearsarge of having fired upon the Alabama five times after her colors had been struck. No mention of this prodigious inhumanity is made by Mr. Lancaster, the owner of the Deerhound, who was within 300 yards at the close of the action.

The following is the account referred to: "I returned late last night from Cherbourg, where I had been a witness to the fight between the Kearsarge and Alabama. I regret to see that some of the London papers are perverting and falsifying the facts, so as to do great injustice to the gallant officers and men of the Kearsarge.

"The fight began about 11 a. m., and ended a few minutes after 12, lasting a little more than an hour. The Alabama fired about 17 shots at the Kearsarge before the latter fired a gun.

"The Kearsarge fired 173 shots. She was struck in the hull seven or eight times, but has sustained no important damage at all, and is perfectly ready for active service. She has a crew of about 165 men, that of the Alabama being about 147. The Alabama had eight guns, the Kearsarge only seven. The firing of the Alabama was very inaccurate; that of the Kearsarge was excellent. A large pivot gun was particularly effective. The Kearsarge is spoken of as being iron-clad; she was no more iron-clad than the Alabama might have been, had they taken the precaution. She simply had a double row of chains hanging over her

sides to protect her machinery. Two shots from the Alabama struck these chains, and fell harmlessly into the water.

"The Kearsarge picked up 63 men, one dead body, and two men who have since died on board. She also took five officers. Captain Winslow would now have all the officers and men of the Alabama as prisoners, had he not placed too much confidence in the honor of an Englishman, who carried the flag of the royal yacht squadron. The club will be indelibly disgraced unless they take measures to repudiate and condemn the conduct of Mr. John Lancaster, owner of the yacht Deerhound. I have no doubt that this yacht was in the harbor of Cherbourg to assist the Alabama by every means in her power; that she did so I know; her movements before the action prove it. When the Alabama went down the yacht, being near, was hailed by Captain Winslow, and requested to aid in picking up the men in the water. The request was complied with, and the Deerhound, after having rescued, as supposed, about 20 persons, including Captain Semmes and First Lieutenant Kell, immediately left, running towards England. Captain Winslow says the reason he did not pursue her or fire into her was that he could not believe any one carrying the flag of the royal yacht squadron could act so dishonorable a part as to carry off his prisoners whom he had requested him to save, from feelings of humanity.

"Captain Winslow considers Semmes and his officers bound upon their honor to give themselves up as his prisoners of war. About five minutes before the Alabama went down a boat from her came to the Kearsarge with an officer, who surrendered the vessel, and then asked permission to return with his boat, to assist in picking up the men. This was granted, when the officer left, and after rescuing a number, principally officers, I understand, he went on board the English yacht and escaped. Please excuse the hurried style of this letter, but I was anxious that while Captain Semmes and his party are being fêted for their glorious conduct, you might be apprised of these positive facts.

"P. S.—The Alabama hauled down her colors and ran up a white flag, at least ten minutes, I should think, before she went down. Prisoners taken from the Alabama state that at about three o'clock in the morning before the engagement took place, the chronometers in the Alabama were transferred to the English yacht Deerhound, then lying in the harbor, not far from the Alabama. The Deerhound was, in fact, acting as tender to the Alabama before the action."

The "Index" on the Alabama.

The story of the Alabama is told, and the gallant little vessel, which has almost alone flaunted the confederate flag in every ocean, to the terror of Yankee skippers, now lies a wreck, some fathoms deep, midway between the coast of Brittany and the island of Alderney. Only a few days ago the Alabama put into Cherbourg to refit. She was terribly in need of repairs; her boilers were worn out, her machinery faulty, her copper started in some places a foot from her frame, her hull terribly foul with weeds. And with his ship in this condition, her captain came to the one neutral power which had the courage to stand by its neutrality, and requested permission to thoroughly overhaul and refit her. The federal cruisers were soon informed of her arrival, and the Kearsarge, which had been fitting out at Ostend, steamed off at once for Cherbourg. Arrived off the port she found the Alabama still afloat. There are no private docks at Cherbourg. There was some delay in the compliance with Captain Semmes's request on the part of the local authorities, and the commander of the Kearsarge, it is said, at once sent in a challenge; whether a verbal challenge passed, or not, we do not know, but the defiance to combat was not the less openly given. Steaming slowly outside the breakwater, hoisting his colors, firing guns to invite attention, Captain Winslow left no doubt about his wish for a fight, and Captain Semmes was not the man to baulk him. It may be said with some show of justice that the latter was not bound to accept the challenge; that the Alabama had other services to render, and that to risk her in her then condition against an adversary so far superior in all the conditions of success was rashness in the extreme. But there were many reasons to make it almost imperative to fight. The confederate cruisers had been represented by their enemies as bold only by evasion, and safe only by their steaming powers; it was denied that they were fighting ships, and insinuated that they would never risk a fair combat. What would have been said had the Alabama declined the challenge, had she remained securely at anchor between the breakwater, with the Kearsarge, nominally her equal in strength, daring her to come out, and announcing to all the world that, ship for ship, the confederate navy was afraid to face its adversaries? In this war, on sea or on land, the confederates have never counted odds; it could hardly have been expected that Captain Semmes would be the first to calculate them. Circumstances justified, nay, required, his acceptance of the challenge; no naval officer in any service would have dared to refuse it. The sinking of the Hatteras, herself a larger ship than the Alabama, shows that there was reasonable ground for Captain Semmes's confidence in his brave little craft and her gallant crew. Her loss is a misfortune, but better far that she had gone down with honor than that the captain of the Kearsarge should have had it in his power to boast that he had challenged the Alabama, and the Alabama prudently declined to fight.

It was on Sunday morning, the 19th instant, that the Alabama steamed slowly out to the encounter. It was known in Paris the day previously that Semmes would go out, and men came from Paris by train to witness the sea-fight between the famous rover of the seas and the Kearsarge. As she passed the end of the mole a great shout of "God speed" rent the air, and as it died away the drums were heard beating to quarters. The iron-plated frigate La Couronne accompanied her to the limit of the French waters, a small English steam-yacht, the Deerhound, followed in her wake, and at about eight miles from Cherbourg the action began. The first shot was fired by the Alabama, at the distance of about a mile, and was immediately responded to by the Kearsarge; and so for one hour, in lessening circles, the combat was sustained. It was the object of Captain Semmes to board his adversary; his inferiority in the weight of metal made "long bowls" a dangerous game for him to play, and he sought from the first to close. The captain of the Kearsarge, however, knew his advantage, and, relying on his longer range and larger calibre, avoided any attempt to grapple. And the disadvantage under which the Alabama labored was soon apparent. The Kearsarge beat her in speed, her rate of steaming during the action being estimated at three knots an hour above that of her opponent, so that Captain Winslow chose his own position, and easily frustrated the Alabama's manœuvres. Throughout the action the starboard batteries were principally used. It was noticed on board the Deerhound that the Alabama fired far more rapidly, and with greater accuracy, but that the shells of the Kearsarge did the more damage. And so for nearly one hour the two antagonists exchanged their deadly missiles, the Alabama to the last trying to close, and her opponent as constantly keeping her at her own distance, and pouring in her 11-inch shells with fatal precision. Towards the end of the action Semmes made a last effort to reach the Kearsarge, but it failed; a shell carried away one of the fans of the screw, and a part of the rudder, another went through her boilers, and put out her fires. It was all over. Sail was hoisted, but to no purpose. Slowly the sea gained upon her, and still more fiercely the Kearsarge concentrated her fire upon her. Finally her flag was struck; the sea crept over her stern and upper deck. Her crew jumped into the sea, supporting themselves by portions of the wreck, spars, &c. And then came the end: her bows lifting from the waves, her bowsprit perpendicular, the Alabama went down to her last resting-place. The Deerhound, whose owner with great pluck had stood by throughout the action, at once bore rapidly down to pick up the crew, and succeeded in saving the captain, thirteen officers, and twenty-seven seamen. Between sixty and eighty were subsequently rescued by the boats of La Couronne, the Kearsarge, and some French pilot-boats, leaving a balance of some twenty-five or thirty to be accounted for by the known casualties of the action and the depths of the sea.

The Kearsarge possessed every single advantage in this unequal fight—speed, strength, numbers, and weight of metal; her boilers were in perfect order, her hull clean, and the most exposed portions of her frame had been strengthened by heavy chain-cables, constituting a very efficient sort of armor plating. Her crew consisted of 200 men, to 120 on board the Alabama. Her armament, compared to that of her adversary, was as 204 to 84, or 5 to 2; for she carried ten heavy 11-inch Dahlgren guns, whilst the Alabama had only one Blakely 100-pounder, one smooth-bore pivot gun, and six broadside ordinary 32-pounders. Under these circumstances we are justified in calling the fight an unequal one, but as the combat might have been declined, it is too late to urge this as an explanation of defeat. The federals have gained no glory by their success, the confederate flag has sustained no dishonor; it is, at the worst, ship for ship, the Alabama for the Hatteras.

We could have wished to see her once more roving the seas, but it was not to be. As it was her fate to end her career so soon, it is well she met it so bravely, gaining, in that last hour of mortal conflict, just that element of fame which will make her memory imperishable, and lay a splendid foundation for the future glories of the confederate navy. Peace to the gallant little Alabama! Peace to the brave who went down in her! Honor to the captain, and officers, and crew who, undaunted by odds, careless of life, resolute in defence of the honor of the flag they had so long carried triumphantly over every sea, fought their vessel to the last, and have lived, we trust, to refight their battles under more favorable conditions, and with a very different result!

From the Liverpool Mercury, June 25, 1864.

THE FIGHT BETWEEN THE ALABAMA AND KEARSARGE.—OFFICERS AND MEN SAVED BY THE DEERHOUND.

List of officers and men of the Confederate States steamer Alabama landed at Southampton.

Captain Semmes, Lieutenant Kell, Lieutenant Sinclair, Lieutenant Howell, (marines); Sailing-master Bulloch, Midshipman Maffitt, Midshipman Anderson. Master's assistants: G. F. Fullum, James Evans, Mulliner, Schroeder. Engineer: O'Brien. Gunners: Cuddy, W. Crawford, C. Seymour. Captain's clerk, Smith; boatswain's mate, Broesman; sailmaker,

W. Purdy ; quartermaster, J. Dent ; quartermaster, Johnston ; captain of fore-castle, Steeson. Seamen : G. Bowman, W. McClellan, L. Depoys, F. Lennan, Thos. Kehoe, R. Longshaw. Captain of after-guard, J. Connor ; first-class fireman, Duffy. Seamen : J. McMillan, F. Townsend, A. Masters, W. Angel, W. Hearn, A. Pfliffer, J. Mahaan, L. Wharton. Firemen : J. Foxton, M. McFarlane, W. Levin, J. Mason.

List of the crew of the Confederate States steamer Alabama.

Killed.—George Applebie, seaman ; John Roberts, seaman ; James King, ordinary seaman ; Christian Olson, ordinary seaman ; Peter Duncan, fireman ; James Mair, fireman ; Christian Pust, fireman ; Carl Payava, ordinary seaman ; James Hart, ordinary seaman ; Dr. D. H. Llewellyn, assistant surgeon, (drowned ;) William Robinson, carpenter, (died of wounds.)

Reported drowned.—A. G. Bartellie, captain's steward, (steward ;) Mouter Van As, seaman ; John Welliam, ordinary seaman.

Wounded.—R. Semmes, captain, slightly ; W. F. Armstrong, second lieutenant, slightly ; Jos. D. Wilson, second lieutenant, slightly ; Arthur Sinclair, jun., second lieutenant, contusions ; B. W. Howell, first lieutenant marine corps, contusions ; John Punat, third assistant engineer, contusions ; M. O'Brien, third assistant engineer, contusions.

Wounded and at Southampton.—James Brosman, boatswain's mate, slightly ; James Mason, fireman, slightly ; Brent Johnston, second master, slightly ; George Yeoman, ordinary seaman, slightly ; Frank Townshend, ordinary seaman, slightly ; — McFarlane, fireman, slightly.

Wounded and in the Hospital de la Marine, Cherbourg.—Robt. Wright, captain of maintop, slightly ; Martin King, fireman, seriously ; Peter Hughes, boatswain's mate, seriously ; Robt. De Vine, ordinary seaman, slightly ; William McGinley, cockswain, slightly ; John Caren, seaman, slightly ; Samuel Williams, first fireman, slightly ; Thomas Winter, first fireman, severely ; William Morgan, captain of top, seriously ; David Williams, ordinary seaman, slightly ; John Neill, seaman, seriously ; Jacob Viebot, seaman, severely. All doing very well.

Taken by the Kearsarge and kept as prisoners of war.—Jos. D. Wilson, second lieutenant ; M. G. Freeman, first assistant engineer ; B. P. McCaskey, boatswain ; John M. Punat, third assistant engineer.

Taken by the Kearsarge and paroled.—Francis L. Galt, surgeon ; Juan Ochoa, seaman ; John Russell, ordinary seaman ; James Baroderick, cockswain ; Joseph Pearson, coal-passer ; John Johnson, ordinary seaman ; Richard Evans, ordinary seaman, Nicholas Adams, leadsman ; James McGuire coal-passer ; John Watson, ordinary seaman ; George Percy, ordinary seaman ; Henry Godson, ordinary seaman, Richard Parkinson, waiting-room steward ; William Forestall, quartermaster ; Frank Curran, first-class fireman ; Frederick Columbia, C. H. ; Thomas L. Parker, boy ; Edgar Tripp, ordinary seaman ; James Higgs, seaman ; Wm. Clark, seaman ; John Emery, ordinary seaman ; John Reilly, coal-passer ; John Smith, ordinary seaman ; Peter Laverty, fireman ; Thomas Potter, fireman ; Edward Burrel, seaman ; David Thurston, seaman ; John Benson, coal-passer ; Geo. Conroy, ordinary seaman ; Martin Middict, ordinary seaman ; George Freemantle, quartermaster ; Edward Rawes, master-at-arms ; Henry Higgins, leadsman ; John Wilson, boy ; David Leggett, seaman ; James Clement, yeoman ; James Wilson, boy ; Henry Tucker, W. R. cook ; Michael Shields, seaman ; Henry McCoy, ordinary seaman ; Patrick Bradley, fireman ; John Horrigan, fireman ; Wm. Burns, second gunner ; Wm. Miller, seaman ; Henry Ustaker, ordinary seaman ; Thomas Brandon, ordinary seaman ; Wm. Wilson, cockswain ; Samuel Henry, seaman ; R. B. Hobbs, seaman ; Henry Yates, seaman.

Officers and men who escaped in a French pilot boat to Cherbourg.—R. F. Armstrong, second lieutenant ; W. P. Brooks, second assistant engineer ; Henry Alcott, sailmaker ; Charles Godwin, C. A. guard ; James Welsh, coal-passer ; George Eggerson, ordinary seaman ; Thomas Murphy, fireman ; Wm. Robinson, seaman ; Maurice Brett, boy ; Michael Mars, seaman.

Recapitulation.

Killed.....	11
Drowned.....	3
Wounded.....	25
Taken by the Kearsarge.....	54
Taken by the pilot.....	10
Total.....	103

No mention is made of the men saved by the Deerhound.

From the London Times, June, 29, 1864.

THE ALABAMA AND THE DEERHOUND.

The following correspondence between Mr. Mason and Mr. Lancaster, the owner of the Deerhound, has been forwarded to us for publication :

“ 24 UPPER SEYMOUR STREET, PORTMAN SQUARE,
London, June 21.

“ DEAR SIR : I received from Captain Semmes at Southampton, where I had the pleasure to see you yesterday, a full report of the efficient service rendered under your orders by the officers and crew of your yacht, the Deerhound, in rescuing him with thirteen of his officers and twenty-seven of his crew from their impending fate, after the loss of his ship.

“ Captain Semmes reports that, finding the Alabama actually sinking, he had barely time to despatch his wounded in his own boats to the enemy's ship, when the Alabama went down, and that nothing was left to those who remained on board but to throw themselves into the sea. Their own boats absent, there seemed no prospect of relief, when your yacht arrived in their midst, and your boats were launched ; and he impressively told me that to this timely and generous succor he, with most of his officers and a portion of his crew, were indebted for their safety. He further told me that on their arrival on board the yacht every care and kindness were extended to them which their exhausted condition required, even to supplying all with dry clothing.

“ I am fully aware of the noble and disinterested spirit which prompted you to go to the rescue of the gallant crew of the Alabama, and that I can add nothing to the recompense already received by you and those acting under you in the consciousness of having done as you would be done by ; yet you will permit me to thank you, and, through you, the captain, officers, and crew of the Deerhound, for this signal service, and to say that, in doing so, I but anticipate the grateful sentiment of my country and of the government of the Confederate States.

“ I have the honor to be, dear sir, most respectfully and truly, your obedient servant,
“ J. M. MASON.

“ JOHN LANCASTER. Esq..
Hindley Hall, Wigan.”

HINDLEY HALL, NEAR WIGAN, June 24.

“ DEAR SIR : I am in due receipt of your esteemed favor of the 21st instant, and am gratified to find that the timely aid we rendered with the yacht Deerhound to the gallant captain and officers and crew of the Alabama has met with your approval. I shall always look back to that event with satisfaction, however much we may regret the result which necessitated my interference.

“ Yours, very respectfully,

“ JOHN LANCASTER.

“ Hon. J. M. MASON.”

Letter from Captain Winslow to the Editor of the Daily News.

FACTS ABOUT THE ALABAMA AND THE KEARSARGE.

SIR : There have been so many nonsensical publications on the engagement which took place between the Alabama and Kearsarge, that it is my wish that a correction should be made.

In the first place, no challenge was sent by Captain Winslow ; to have done so would have been to violate the order of the Navy Department. On the contrary, Captain Winslow received a request from Captain Semmes not to leave, as he would fight the Kearsarge, and would only occupy a day or two in his preparations. Five days, however, elapsed before they were completed.

The Kearsarge's battery consists of seven guns—two 11-inch Dahlgrens, four 32-pounders, one light rifled 28-pounder. The battery of the Alabama consisted of one 100-pounder, rifled ; one heavy 68-pounder, rifled ; six 32-pounders, that is, one more gun than the Kearsarge. In the wake of the engines on the outside the Kearsarge had stopped up and down

her sheet chains. These were stopped by marline to eyebolts, which extended some twenty feet, and this was done by the hands of the Kearsarge; the whole was covered by light plank to prevent dirt collecting. It was for the purpose of protecting the engines when there was no coal in the upper part of the bunkers, as was the case when the action took place. The Alabama had her bunkers full, and was equally protected. The Kearsarge went into action with a crew of one hundred and sixty-two officers and men. The Alabama, by report of the Deerhound's officers, had one hundred and fifty.

The Kearsarge steamed to sea in order that no question of neutrality jurisdiction should be raised. When far enough she turned round and steered immediately for the Alabama for close action. The Alabama fired, as she was coming down on her, two broadsides and a part of another. No one shot came on board the Kearsarge. The Kearsarge then sheered and opened on the Alabama, trying to get nearer. The action lasted one hour and two minutes from the first to the last shot. The Kearsarge received twenty-eight shots above and below, thirteen about her hull; the best shots were abaft the mainmast, two shots which cut the chain stops, the shell of which broke the casing of wood covering; they were two high to have damaged the boilers had they penetrated. The Kearsarge was only slightly damaged, and I supposed the action for hot work had just commenced when it ended.

Such stuff as the Alabama firing when she was going down, and all such talk is twaddle. The Alabama towards the last hoisted sail to get away, when the Kearsarge was laid across her bows, and would have raked her had she not surrendered, which she had done, and was trying to get her flags down, and showing a white flag over the stern. The officers of the Alabama on board the Kearsarge say that she was a complete slaughter-house, and was completely torn to pieces. This is all I know of the Alabama.

Yours, &c.,

JOHN A. WINSLOW, *Captain*

To the EDITOR OF THE DAILY NEWS.

From the Liverpool Mercury, June 25, 1864.

THE KEARSARGE AND THE BRITISH ADMIRALTY.

An important "wrinkle" has been supplied to the British Admiralty by the recent engagement between the Kearsarge and the Alabama. It appears that the "chain armor" used by the federal corvette in this encounter can be slipped over the sides of a ship immediately before she goes into action, and that when on a cruise it can be stowed away in the hold, answering all the purposes of ballast. Every wooden vessel in the federal navy is supplied with suits of these chain plates, which, from their forming elastic iron buffers, were most effectively used by the wooden gunboats when forcing the passage of the Mississippi, and in the subsequent capture of New Orleans. In guns, too, the federal war ships are more powerful than the British. It is notorious that there is not an 11-inch gun on board any vessel in the British navy, while on board the Kearsarge there are two of these tremendous weapons, each capable of throwing 200-lb. shell or shot. When the Kearsarge was recently at Cork, the commander of her Majesty's ship Hawke was instructed by the admiralty to report as to the construction and fitting of the American cruiser, and more particularly with respect to her armament. He replied, that the Kearsarge had no more effective guns than the ordinary 68-pounder of the British navy. The Kearsarge is fitted up with a special contrivance for raising and lowering her great guns, so that they may be mounted on deck or kept snugly below as occasion requires. It is a curious speculation whether, when the commander of the Hawke visited the vessel, a smart "Yankee" trick was played upon him by this contrivance, or whether he made an actual blunder as to the armament. It is confidently stated that the Kearsarge would be a most dangerous if not invincible antagonist at long range, while she can beat any opponent in point of speed.—*Correspondent.*

From the London Times, June 25, 1864.

FRANCE.

[FROM OUR OWN CORRESPONDENT.]

PARIS, Friday, June 24, 7 a. m.

The *Phare de la Manche* publishes some additional particulars respecting the engagement between the Alabama and the Kearsarge. The crew of the Alabama was composed of twenty-two officers and one hundred and twenty-two seamen. The name of the commander of the Kearsarge is Winslow. He is a southern, but he took service with the north. He and Captain Semmes served in the same ship. Three of the crew of the Alabama who were wounded during the engagement died on board the Kearsarge after amputation. There are eleven wounded in the hospital with fractured limbs and burns. The surgeons expect to save them. Dr. Llewellyn, the surgeon of the Alabama, is the only officer supposed to have perished in the Alabama. Another officer, who was wounded and was picked up by a boat sent out by the port admiral of Cherbourg, died on board the boat. Five officers were saved by a French pilot named Mauger. These officers were landed in the afternoon at Cherbourg; one of them, named Armstrong, received a slight bruise in the left side from the fragment of a shell. Mauger likewise landed seven seamen picked up by him. During the afternoon fifty-two of the crew of the Alabama who were received on board the Kearsarge were landed at Cherbourg. The number of wounded on board the Kearsarge is not known, nor is it known whether the commander of the Kearsarge, during the long stay he made at Brest, did not enlist some experienced gunners. It appears, according to the statement published by the *Phare*, that some doubt existed at Cherbourg as to whether any action would take place. It says, further, that the report of a challenge having been given and accepted is not true. All doubt, however, ceased at seven on Sunday morning. The Alabama got up her steam at that hour, and the commander of the French iron-plated frigate Couronne sent an officer to inform Captain Semmes that his ship would escort him to the limit of the French waters; that she would not weigh anchor until after him, and that he would not in any way interfere with her movements.

The preceding day Captain Semmes, whom several persons had earnestly advised not to engage the Kearsarge, had shown himself inflexible on that head, replying that he would prove to the most incredulous that his ship was not a privateer, intended for the attack solely of merchant vessels; that he was in a warlike port; and that he had consulted different French officers, who all declared that, in his situation, they would fight. Who could blame him for regarding military honor in a higher point of view than any political feeling?

At ten o'clock on Saturday evening Captain Semmes told M. Bonfils, the agent of the confederate government, that he was a Roman Catholic, and, as he could not assist at divine service the following day, he asked M. Bonfils to promise him to attend mass, and to have it offered up for him. This request was religiously executed. Everybody aware of these facts was convinced of Captain Semmes's inflexible resolution when they saw the Alabama sail out of the western entrance at ten o'clock, and, when out of the harbor, change her course towards the Kearsarge, which was coming from the east. The first shot was fired at eleven o'clock, the federal and confederate vessels being at the time eight naval miles from the Cherbourg breakwater. The Kearsarge was a heavier vessel than her antagonist, and her machinery was better protected by chains. The Alabama carried eight guns, six of which were thirty-pounders, one on her stern of fifty-eight, and a pivot gun on her poop of one hundred-pounds. The Kearsarge carried one gun less; four were thirty-pounders, two of one hundred and fifty, and one on her fore deck. The two ships from the commencement of the action presented their right sides to each other. They sailed round five or six times, the Alabama always endeavoring to approach her adversary. Shots were exchanged during an hour, but not so well aimed by the confederate as by the federal, who fired patiently and accurately, having the advantage of skilled gunners. Nevertheless, the Kearsarge received a shot at the beginning of the action which would probably have sunk her were it not for the chains with which she was protected. She received several other shots which damaged the plating, and one ball struck her stern-post six inches from her rudder. The Alabama received a shot in her machinery at the commencement of the action, and from that moment the crew fought the ship with water up to the knee, some say up to the waist. A second shot, which shattered her screw, caused her to sink stern foremost. Even before the decisive shot the Alabama had diminished her fire and let off her steam. The Kearsarge continued her fire at a long distance; the confederate hoisted sail while the federal continued firing.

From the Liverpool Post, June 28, 1864.

A gentleman residing in Liverpool has received a letter from a well-informed person in Paris about the fight between the Kearsarge and the Alabama, from which we have been permitted to make the following extract:

"About ten o'clock on Sunday morning the Alabama left Cherbourg and stood out to sea. A little before twelve o'clock, the two vessels being about nine miles from shore, the engagement began by the Alabama firing. Eighteen shot were fired by the Alabama before the Kearsarge answered, as the guns of the latter had not the exact range. When about eight hundred yards from the Alabama the Kearsarge gave her a broadside. From that moment the fight continued without ceasing until the white flag was run up by the Alabama. The vessels manœuvred on the same circle. As seen from the shore, they appeared to pass each other about five or six times. The Alabama was then seen to make sail, and presently she left the circle and seemed to be making for French waters. The Kearsarge pursued, keeping on a line nearer the shore. For about ten minutes the firing of both vessels continued. A white flag was then seen floating from the Alabama, in which position both vessels remained apparently motionless. A small boat containing an officer of the Alabama, master's mate, (I was informed,) then went alongside the Kearsarge. Captain Winslow asked him if the vessel had surrendered. He answered that she had, and that she was in a sinking condition, and requested Captain Winslow to send out his boats to rescue the men on board. He immediately ordered all the boats fit for service, being two, to go to the rescue, but, before they were able to reach the Alabama, she went down. The officer who had gone on board the Kearsarge from the Alabama asked permission to assist them in rescuing the men. The permission was granted, when he left, and, after picking up a number, he went on board the Deerhound and escaped. As soon as Captain Winslow saw the Alabama sink, he hailed the Deerhound and asked them to help to pick up the men, and after having rescued Semmes, the first lieutenant, and a number of officers, they ran away with them, and, I afterwards heard, landed them in England. Captain Winslow gives as his reason for not pursuing or firing into the yacht, that he could not believe that any man carrying the flag of the Royal Yacht Club of England could be so dishonorable as to carry off lawful prisoners whom they had been requested, from feelings of humanity, to save from drowning. Sixty-three men were picked up by the Kearsarge, one already dead, and two who died of their wounds on board. The Kearsarge received no important injury, and is now ready for active service. Eight shots struck the Kearsarge in her hull, and five others about the hull; two were turned by chains, which had been hung over the sides of the vessel for a few yards, in order to protect the machinery; an idea which has been frequently adopted by many in the United States, and by our vessels before going into action. From the time of the first shot of the Kearsarge to the last shot was sixty-two minutes. The Kearsarge fired one hundred and seventy-three shots. The Kearsarge and the Alabama are of about the same tonnage, each being about eleven hundred tons; the latter being a little the larger in measurement. The Kearsarge had seven guns, two being 11-inch Dahlgren, one light 28-pounder, rifled, and four 32-pounders. The Alabama had eight guns, one being a fine 100-pounder Whitworth rifled gun, one 68-pounder, and six 32-pounders. The crew of the Kearsarge was one hundred and sixty; that of the Alabama one hundred and forty-seven. Prisoners taken from the Alabama state that, about three o'clock on the morning of the fight, Captain Semmes caused his chronometers to be placed on board the Deerhound. The whole conduct of this yacht induces the belief that her presence on the scene of action was preconcerted, in order that she might aid the Alabama in every way in her power. With a knowledge of these facts, you will at once see what great injustice has been done to the gallant officers and crew of the Kearsarge by the false representations which have so generally been made by the French press."

Seven more of the crew of the Alabama saved.

Yesterday information was received in Liverpool that a pilot boat had arrived at Southampton with nine of the crew of the Alabama on board. A gentleman, whose son was an officer on board the celebrated confederate cruiser, at once telegraphed to Southampton, and it was ascertained that seven men were picked up after the engagement with the Kearsarge by a French fishing boat and landed at Havre, from whence they were forwarded, by the London and Southwestern Railway Company's steamship Havre, to Southampton, arriving at that port at six o'clock yesterday morning, but the names of the parties are not yet known.

Letter from Acting Master Stoddard, of the Kearsarge, to the editor of the Daily News.

KEARSARGE AND ALABAMA.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, France, June 23.

To the Editor of the Daily News:

SIR: I desire to bring to the notice of the yacht clubs of England the conduct of the commander of the *Deerhound*, which followed the engagement of the *Alabama* and *Kearsarge*. After the *Alabama* had struck, and her condition was unknown, her boats were observed to be lowering, one of which pulled directly to the *Kearsarge*, with an officer and several wounded men. The officer stated that the ship had surrendered some time before the *Kearsarge* slackened firing, and the remaining parts of the flag had been hauled down, and at last a white flag shown, and requesting that the boats might be sent to rescue life, as the *Alabama* was fast sinking.

Immediately the two boats remaining undisabled were called away, and the emergency was so great that the officer in command of the *Alabama's* boat was permitted to shove off to assist in this humane duty. It was now seen that the *Alabama* was settling fast. The captain of the *Kearsarge* immediately hailed the *Deerhound* to windward, and stated her condition, requesting he would run down and assist to pick up the men. The *Alabama* went down in two minutes afterwards. The *Deerhound* lowered her boats, and was active in picking up the struggling crew, and it was seen that the officer who had come on board the *Kearsarge* at first to surrender had gone with others to the *Deerhound*, and had shoved off the boat, leaving a large number of the *Alabama's* wounded and men struggling in the water. Shortly afterwards the *Deerhound* was seen moving off, and I reported it to Captain Winslow. The answer I received from him was, it was impossible, the yacht was simply coming round; no commander could be guilty of such dastardly conduct, when he had been requested and permitted in the cause of humanity to save the lives of prisoners, to run off with them. But it was true, and Captain Winslow had to regret that he had not opened his guns on the *Deerhound*.

It was afterwards discovered that the *Deerhound* was a consort of the *Alabama*, and the night before had received many valuable articles for safe-keeping from the *Alabama*. Captain Winslow maintains that all persons that the *Deerhound* took are prisoners; and his opinion, from his knowledge of Captain Semmes, is, that he is too honorable, whatever the cost, to seek exemption by an act so dishonorable, and which would forever exclude all clemency. Now, sir, I have not the same opinion of Captain Semmes's honor. We shall see.

I am, &c.,

E. M. STODDARD,
Acting Master.

A REVIEW OF THE FIGHT.

The *London Daily News*, taking as a text the letter of Mason and the report of Semmes, says:

"It will hardly be denied by the most fervid admirers of the late *Alabama's* 'daring and brilliant career' that her surviving commander is more fortunate than the brave captains who lived before Agamemnon, but than many who have lived and fought in modern times. If many gallant soldiers and sailors in the mythical age died unwept for want of a 'reporter,' your modern hero of a hundred escapes and of half an hour's ducking after his first and last fair fight, seems likely to be drowned after all in torrents of sympathetic ink.

"There was, perhaps, a little difficulty in making anything very heroic out of the *Alabama's* career while she lived. Running away from men-of-war and burning unarmed and defenceless merchantmen may be a profitable and useful business, but courage is not precisely the quality one admires in the hawk or the hound when the victory is a partridge or a hare. No doubt there is something romantic and interesting in the mere ubiquity of a sea rover; no romances are more irresistible than those of 'Rovers' and 'Water-witches;' and even a 'Pirate' who combines speed and seamanship with something of the personal charm of a destroying angel, is the favorite ideal of all young boys and girls, and even of maturer women with well-regulated imaginations.

"It was commonly supposed that paddle-wheels and screws and funnels (not to speak of diplomacy) had put an end to all the romance and picturesqueness of sea life; the celebrity of the *Alabama* proves the fallacy of that apprehension. For in what has that

celebrity consisted if not in being heard of here, there, and everywhere, and sometimes in a half a dozen latitudes at once; in the channel, in the Mediterranean, in the Atlantic, in the Pacific, in the Indian ocean, in the China seas, at the Cape, in the channel again? What a wonderful vessel! The Flying Dutchman was a galliot compared with her! What a wonderful captain to be always pursuing and never caught! And certainly the simple feat of keeping at sea in all weathers for two years without intermission, or breaking down, or repairs, may well strike with admiring wonder a public accustomed to read in their 'naval intelligence' of powerful squadrons docking and repairing after a six weeks' cruise in the Bay of Biscay or the North sea. Let the captain of the Alabama have his due by all means. Without reference to federals or confederates, let us as Englishmen do justice to smart and skilful seamanship wherever we find it. But let not the nation that once owned a Nelson sink to paying equal homage to a sunk Alabama and a surviving victory. To worship success is bad enough; to worship the remains of a runaway smuggler and a nimble-heeled buccaneer, because he has come to a legitimate end, is something very different from an honest sympathy with defeat. There are British naval officers performing at the hour splendid, but unrecorded, services, who will never receive the honors paid to the captain of the Alabama for having accepted the challenge of the captain of the Kearsarge, but not its consequences. Probably the Alabama was not a classical school of Roman virtue, in which the heart of a Regulus could be trained to self-conquest; if the poet were to write of a Semmes *atqui sciebat*, it would not be to celebrate the prisoner of war who disdained to sacrifice his honor to his safety. *Atqui sciebat* should be interpreted, 'though he knew that an English yacht was ready to pick him up and carry him away to a neutral shore, where he could forget the English surgeon who perished with his sinking ship rather than abandon the wounded sailors, but where he could fight the battle over again in safety, and defeat at leisure the fair fame of a brother sailor and an honorable enemy.'

"The sceptic who called history a matter-of-fact romance should have lived in our day, when a naval action is fought off Cherbourg on a Sunday, and reported to the London and Paris newspapers on the Monday morning, no two reports agreeing in any single fact, except in the result. In our enlightened epoch of incessant, instantaneous and universal intercommunication, the difficulty of getting at the simple facts of any passing incident, in which conflicting sympathies are concerned, increases in proportion to the increasing celerity and certainty with which the materials of history are gathered. Some allowance, no doubt, may be made for eye-witnesses on shore of a naval engagement seven miles out at sea. Their 'powerful glasses' are liable to that peculiar inaccuracy of sight which distance, excitement and smoke produce. A French gentleman, for instance, who from Cherbourg breakwater looked on at the American duel on Sunday last, wrote a graphic letter to the Debats, with a postscript to the effect that he had just discovered that the account in his letter was entirely wrong. Mr. John Lancaster, the owner of the Deerhound yacht, who, in more than the French sense of the words, "assisted at" the engagement, published on the following morning an account, which materially differs in the most important points from the official report furnished to Mr. Mason by Captain Semmes, and published yesterday.

"At 12.30 (we quote Mr. Lancaster's extract from the log of the Deerhound) observed the Alabama to be disabled and in a sinking state. We immediately made towards her, and on passing the Kearsarge were requested to assist in saving the Alabama's crew. At 12.50, when within a distance of two hundred yards, the Alabama sank. We then lowered our two boats, and, with the assistance of the Alabama's whaleboat and dingy, succeeded in saving about forty men, including Captain Semmes and thirteen officers.'

"Now, what says Captain Semmes?

"There was no appearance of any boat coming to me from the enemy after my ship went down. Ultimately, however, the steam yacht Deerhound, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. About this time the Kearsarge sent one and then, tardily, another boat. Accompanying you will find lists of the killed and wounded and of those who were picked up by the Deerhound; the remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot-boats, which were also fortunately near the scene of action.'

"The odious imputation of inhumanity contained in this passage is not only altogether wanting in Mr. Lancaster's account, it is implicitly and explicitly contradicted by Mr. Lancaster's assertion that he was requested by the captain of the Kearsarge to assist in 'saving' the Alabama's crew. Then, again, as to the relative tonnage and armament of the two ships, Captain Semmes writes to Mr. Mason:

"The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also iron-clad. * * * * Her midship section on both sides was thoroughly iron-coated; this having been done with

place my yacht at his disposal, for the capture of the poor fellows who were struggling in the water for their lives. The fact is, that when we passed the Kearsarge the captain cried out, "For God's sake do what you can to save them," and that was my warrant for interfering in any way for the aid and succor of his enemies.

It may be a question with some whether, without that warrant, I should have been justified in endeavoring to rescue any of the crew of the Alabama; but my own opinion is, that a man drowning in the open sea cannot be regarded as an enemy at the time to anybody, and is therefore entitled to the assistance of any passer-by. Be this as it may, I had the earnest request of Captain Winslow to rescue as many of the men who were in the water as I could lay hold of, but that request was not coupled with any stipulation to the effect that I should deliver up the rescued men to him as his prisoners. If it had been, I should have declined the task, because I should have deemed it dishonorable—that is, inconsistent with my notions of honor—to lend my yacht and crew for the purpose of rescuing those brave men from drowning only to hand them over to their enemies for imprisonment, ill treatment, and perhaps execution.

One of your correspondents opens his letter by expressing a desire to bring to the notice of the yacht clubs of England the conduct of the commander of the Deerhound, which followed the engagement of the Alabama and Kearsarge. Now that my conduct has been impugned, I am equally wishful that it should come under the notice of the yacht clubs of England, and I am quite willing to leave the point of "honor" to be decided by my brother yachtsmen, and, indeed, by any tribunal of gentlemen. As to my legal right to take away Captain Semmes and his friends, I have been educated in the belief that an English ship is English territory, and I am, therefore, unable even now to discover why I was more bound to surrender the people of the Alabama whom I had on board my yacht than the owner of a garden on the south coast of England would have been if they had swam to such a place and landed there, or than the mayor of Southampton was when they were lodging in that city, or than the British government is now that it is known that they are somewhere in England.

Your other correspondent says that Captain Winslow declares that "the reason he did not pursue the Deerhound, or fire into her, was that he could not believe at the time that any one carrying the flag of the royal yacht squadron could act so dishonorable a part as to carry off the prisoners whom he had requested him to save from feelings of humanity." I was not aware then, and I am not aware now, that the men whom I saved were, or ever had been, his prisoners. Whether any of the circumstances which had preceded the sinking of the Alabama constituted them prisoners was a question that never came under my consideration, and one which I am not disposed to discuss even now. I can only say that it is a new doctrine to me, that when one ship sinks another in warfare the crew of the sunken ship are debarred from swimming for their lives and seeking refuge wherever they can find it, and it is a doctrine which I shall not accept unless it is backed by better authority than that of the master of the Kearsarge. What Captain Winslow's notion of humanity may be is a point beyond my knowledge, but I have good reason for believing that not many members of the royal yacht squadron would, from "motives of humanity," have taken Captain Semmes from the water in order to give him up to the tender mercies of Captain Winslow and his compatriots.

Another reason than that assigned by your correspondent for that hero's forbearance may be imagined in the reflection that such a performance as that of Captain Wilkes, who dragged two "enemies," or "rebels," from an English ship, would not bear repetition. Your anonymous correspondent further says that "Captain Winslow would now have all the officers and men of the Alabama as prisoners had he not placed too much confidence in the honor of an Englishman who carried the flag of the royal yacht squadron." This is a very questionable assertion, for why did Captain Winslow confide in that Englishman? Why did he implore his interference, calling out: "For God's sake do what you can to save them?" I presume it was because he could not or would not save them himself. The fact is, that if the captain and crew of the Alabama had depended for safety altogether upon Captain Winslow, not one-half of them would have been saved. He got quite as many of them as he could lay hold of time enough to deliver them from drowning.

I come now to the more definite charges advanced by your correspondents, and these I will soon dispose of. They maintain that my yacht was in the harbor of Cherbourg for the purpose of assisting the Alabama, and that her movements before the action prove that she attended her for the same object. My impression is, that the yacht was in Cherbourg to suit my convenience and pleasure, and I am quite sure that when there I neither did, nor intended to do, anything to serve the Alabama. We steamed out on Sunday morning to see the engagement, and the resolution to do so was the result of a family council, whereat the question "to go out," or "not to go out," was duly discussed, and the decision in the affirmative was carried by the juveniles rather against the wish of both myself and my wife. Had I contemplated taking any part in the movements of the Alabama I do not think

I should have been accompanied with my wife and several young children. One of your correspondents, however, says that he knows that the Deerhound did assist the Alabama, and if he does know this he knows more than I do. As to the movements of the Deerhound before the action, all the movements with which I was acquainted were for the objects of enjoying the summer morning, and getting a good and safe place from which to watch the engagement.

Another of your correspondents declares that since the affair it has been discovered that the Deerhound was a consort of the Alabama, and on the night before had received many valuable articles for safe-keeping from that vessel. This is simply untrue. Before the engagement neither I nor any of my family had any knowledge of or communication with either Captain Semmes, any of his officers, or any of his crew. Since the fight I have inquired of my captain whether he or any of my crew had had any communication with the captain or crew of the Alabama prior to meeting them on the Deerhound after the engagement, and his answer, given in the most emphatic manner, has been "None whatever." As to the deposit of chronometers and other valuable articles, the whole story is a myth. Nothing was brought from the Alabama to the Deerhound, and I never heard of the tale until I saw it in an extract from your own columns. After the fight was over, the drowning men picked up, and the Deerhound steaming away to Southampton, some of the officers who had been saved began to express the acknowledgments for my services, and my reply to them, which was addressed also to all that were around, was: "Gentlemen, you have no need to give me any special thanks. I should have done exactly the same for the other people if they had needed it." This speech would have been a needless, and indeed an absurd piece of hypocrisy, if there had been any league or alliance between the Alabama and the Deerhound.

Both your correspondents agree in maintaining that Captain Semmes and such of his crew as were taken away by the Deerhound are bound in honor to consider themselves still as prisoners, and to render themselves to their lawful captors as soon as practicable. This is a point which I have nothing to do with, and therefore I shall not discuss it. My object in this letter is merely to vindicate my conduct from misrepresentation; and I trust that in aiming at this I have not transgressed any of your rules of correspondence, and shall therefore be entitled to a place in your columns.

I am, &c.,

JOHN LANCASTER.

HINDLEY HALL, Wigan, June 27.

THE ALABAMA AND THE KEARSARGE.

An account of the naval engagement in the British channel, on Sunday, June 19, 1864, from information furnished to the writer by the wounded and paroled prisoners of the confederate privateer Alabama, the officers of the United States sloop-of-war Kearsarge, and citizens of Cherbourg. By Frederick Milnes Edge. London: William Ridgway. 1864.

The importance of the engagement between the United States sloop-of-war Kearsarge and the confederate privateer Alabama cannot be estimated by the size of the two vessels. The conflict off Cherbourg on Sunday, the 19th of June, was the first decisive engagement between shipping propelled by steam, and the first test of the merits of modern naval artillery. It was, moreover, a contest for superiority between the ordnance of Europe and America, whilst the result furnishes us with data wherefrom to estimate the relative advantages of rifled and smooth-bore cannon at short range.

Perhaps no greater or more numerous misrepresentations were ever made in regard to an engagement than in reference to the one in question. The first news of the conflict came to us enveloped in a mass of statements, the greater part of which, not to use an unparliamentary expression, was diametrically opposed to the truth; and, although several weeks have now elapsed since the Alabama followed her many defenceless victims to their watery grave, these misrepresentations obtain as much credence as ever. The victory of the Kearsarge was accounted for, and the defeat of the Alabama excused or palliated, upon the following principal reasons:

1. The superior size and speed of the Kearsarge.
2. The superiority of her armament.
3. The chain-plating of her sides.
4. The greater number of her crew.
5. The unpreparedness of the Alabama.
6. The assumed necessity of Captain Semmes's accepting the challenge sent him (as represented) by the commander of the Kearsarge.

chain constructed for the purpose placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath.

"A letter which we publish this morning, from a gentleman just returned from a visit to the Kearsarge, at Cherbourg, states that 'the Alabama had eight guns, the Kearsarge only seven;' and that 'the Kearsarge was no more iron-clad than the Alabama might have been had they taken the precaution. She simply had a double row of chains hanging over her sides to protect her machinery. Two shots from the Alabama struck these chains and fell harmlessly into the water.' Again, as to the number of the respective crews, Mr. Mason writes: 'She (the Alabama) had, in fact, but one hundred and twenty all told.' Yet Captain Semmes reports: 'Our total loss in killed and wounded is thirty, to wit, nine killed, twenty-one wounded. * * * I was fortunate enough myself thus to escape to the shelter of a neutral flag, together with about forty others, all told.' A correspondent who had just visited the Kearsarge at Cherbourg reports: 'The Kearsarge picked up sixty-three men, one dead body, and two who died afterwards on board. She also took five officers.' So that one hundred and thirty (officers and men) are actually accounted for as belonging to the Alabama, instead of Mr. Mason's one hundred and twenty 'all told.'

"Captain Semmes accuses the Kearsarge of having fired upon the Alabama five times after her colors had been struck. No mention of this prodigious inhumanity is made by Mr. Lancaster, the owner of the Deerhound, who was within 300 yards at the close of the action.

"Unfortunately it is not discrepancies of statement only that challenges attention to this naval engagement. There are two facts undisputed and patent to all the world, which we fear are susceptible of far graver notice. There is the fact of a member of the royal yacht squadron flying the white ensign of her Majesty's fleet, and privileged to carry a warrant from the Admiralty, escaping with prisoners of war under shelter of a neutral flag, in violation of that honor of a neutral to which the captain of the Kearsarge had confided them. There is Captain Semmes boasting that he had been fortunate enough (after, by his own account, hauling down his flag) to escape to the shelter of the neutral flag; and in the same breath congratulating his officers and men 'that though they have lost their ship they have not lost their honor.' The best friends of Captain Semmes and of his cause should lament when that gallant officer dropped his sword into the sea he did not also sink his trumpet."

NEW POINTS DEVELOPED.

An eye-witness of the naval fight communicates to the London Daily News the following narrative:

"I returned late last night from Cherbourg, where I had been a witness to the fight between the Kearsarge and the Alabama. I regret to see that some of the London papers are perverting and falsifying the facts, so as to do great injustice to the gallant officers and men of the Kearsarge.

"The fight began at 11 a. m., and ended a few minutes after 12, lasting a little more than an hour. The Alabama fired seventeen shots at the Kearsarge before the latter fired a gun. The Kearsarge fired one hundred and seventy-three shots. She was struck in the hull seven or eight times, but has sustained no important damage, and is perfectly ready for active service. She has a crew of about one hundred and sixty-five men, that of the Alabama being about one hundred and forty-seven. The Alabama had eight guns, the Kearsarge only seven. The firing of the Alabama was very inaccurate, that of the Kearsarge was excellent. A large pivot-gun was particularly effective. The Kearsarge is spoken of as being iron-clad; she was no more iron-clad than the Alabama might have been had they taken the precaution. She simply had a double row of chains hanging over her sides to protect her machinery. Two shots from the Alabama struck these chains and fell harmless into the water.

"The Kearsarge picked up sixty-three men, one dead body, and two men who have since died on board. She also took five officers. *Captain Winslow would now have all the officers and men of the Alabama as prisoners had he not placed too much confidence in the honor of an Englishman who carried the flag of the royal yacht squadron.* The club will be indelibly disgraced unless they take measures to repudiate and condemn the conduct of Mr. John Lancaster, owner of the yacht Deerhound. *I have no doubt that this yacht was in the harbor of Cherbourg to assist the Alabama by every means in her power; that she did so, I know;* her movements before the action prove it. When the Alabama went down, the yacht, being near, was hailed by Captain Winslow and requested to aid in picking up the men in the water. The request was complied with, and the Deerhound, after having rescued, as supposed, about twenty persons, including Captain Semmes and First Lieutenant Kell, immediately left, running towards England. *Captain Winslow says the reason he did not pursue her or fire into her was that he*

could not believe any one carrying the flag of the royal yacht squadron could act so dishonorable a part as to carry off his prisoners whom he had requested him to save from feelings of humanity.

Captain Winslow considers Semmes and his officers bound upon their honor to give themselves up as his prisoners of war. About five minutes before the Alabama went down a boat from her came to the Kearsarge with an officer, *who surrendered the vessel*, and then asked permission to return with his boat to assist in picking up the men. This was granted, when the officer left, and after rescuing a number—principally officers, I understand—he went on board the English yacht and escaped. Please excuse the hurried style of this letter, but I was anxious that while Captain Semmes and his party were being fêted for their glorious conduct, you might be apprised of these positive facts.

P. S.—The Alabama hauled down her colors and ran up a white flag at least ten minutes, I should think, before she went down. Prisoners taken from the Alabama state that about three o'clock in the morning, before the engagement took place, the chronometers in the Alabama were transferred to the English yacht Deerhound, then lying in the harbor, not far from the Alabama. The Deerhound was, in fact, *acting as tender to the Alabama before the action.*

HOW SEMMES ESCAPED.

The Daily News gives the following account of the manner in which Captain Semmes was rescued :

When the battle was at an end the Deerhound steamed over to the Kearsarge, and Mr. Lancaster was asked by the officers of the federal ship to try and pick up the scores of the Alabama's crew and officers who were floating and swimming about. He lowered his yacht boats, and one of them, commanded by a man named Adams, was steering his boat into a group of a dozen struggling persons, when he passed a drowning man at some short distance with an officer's cap on. One of the men in the boat cried out, "That's Semmes," and the drowning man called out, "I am the captain, save me ; I cannot keep up any longer."

Adams dragged him into the boat. Captain Semmes then said: "For God's sake don't put me on board the Kearsarge, but put me on board your yacht." Adams promised to do so, and laid Captain Semmes down in the bottom, and covered him with a sail to conceal him from the Kearsarge's boats, which were evidently anxiously searching for him. When Adams had saved a boat-load he took them on board the yacht, and Captain Semmes was at once placed below. As soon as all that were seen in the water were picked up, Mr. Lancaster was anxious to get away, and began to steam out to sea. He expected that he should have been brought to by a shot from the Kearsarge ; but she was too disabled, it appears, to go after the Deerhound to overhaul her, and thus Captain Semmes escaped being made prisoner.

The Globe says :

When found in a sinking state the Alabama ceased fighting and lowered her boats, in which the dead and wounded were placed. Shortly afterward the Alabama sank, the officers and crew jumping into the sea, when the Kearsarge's boats came up to assist in saving the crew. The officer in command of the boats inquired for "Semmes," and was told that he was drowned, whereas he had already been picked up by the yacht Deerhound and stowed away ; the yacht having then steamed off with all speed, expecting the Kearsarge would attempt to capture those on board.

THE LATE NAVAL ENGAGEMENT.

Letter from Mr. Lancaster.

To the Editor of the Daily News.

SIR: As two correspondents of your journal, in giving their versions of the fight between the Alabama and the Kearsarge, have designated my share in the escape of Captain Semmes and a portion of the crew of the sunken ship as "dishonorable," and have moreover affirmed that my yacht, the Deerhound, was in the harbor of Cherbourg before the engagement, and proceeded thence on the morning of the engagement in order to assist the Alabama, I presume I may trespass upon your kindness so far as to ask for an opportunity to repudiate the imputation and deny the assertion.

They admit that when the Alabama went down the yacht, being near the Kearsarge, was hailed by Captain Winslow, and requested to aid in picking up the men who were in the water ; but they intimate that my services were expected to be merely ministerial ; or, in other words, that I was to put myself under the command of Captain Winslow, and

"The enemy was heavier than myself, both in ship, battery, and crew, (!) but I did not know until the action was over that she was also iron-clad."

"Those of our officers who went alongside the enemy's ship with our wounded." As soon as Captain Semmes reached the *Deerhound* the yacht steamed off at full speed towards Southampton, and Semmes wrote his report of the fight either in England or on board the English vessel. Probably the former, for he dates his communication to Mr. Mason, "Southampton, June 21, 1864." How did he obtain intelligence from those of his officers "who went alongside the enemy's ship," and who would naturally be detained as prisoners of war? It was impossible for anybody to reach Southampton in the time specified; nevertheless he did obtain such information. One of his officers, George T. Fullam, an Englishman, unfortunately, came to the *Kearsarge* in a boat at the close of the action, representing the *Alabama* to be sinking, and that if the *Kearsarge* did not hasten to get out boats to save life the crew must go down with her. Not a moment was to be lost, and he offered to go back to his own vessel to bring off prisoners, pledging his honor to return when the object was accomplished. After picking up several men struggling in the water he steered directly for the *Deerhound*, and on reaching her actually cast his boat adrift. It was subsequently picked up by the *Kearsarge*. Fullam's name appears amongst the list of "saved" by the *Deerhound*; and he, with others of the *Alabama*'s officers who had received a similar permission from their captors, and had similarly broken their troth, of course gave the above information to their veracious captain.

The chain-plating of the *Kearsarge* was decided upon in this wise. The vessel lay off Fayal towards the latter part of April, 1863, on the look-out for a notorious blockade-runner named the *Juno*. The *Kearsarge* being short of coal, and fearing some attempts at opposition on the part of her prey, the first officer of the sloop, Lieutenant Commander James S. Thornton, suggested to Captain Winslow the advisability of hanging her spare anchor cable over her side, so as to protect her midship section. Mr. Thornton had served on board the flag-ship of Admiral Farragut, the *Hartford*, when she and the rest of the federal fleet ran the forts of the Mississippi to reach New Orleans, and he made the suggestion at Fayal through having seen the advantage gained by it on that occasion. I now copy the following extract from the log-book of the *Kearsarge*:

"HORTA BAY, FAYAL, May 1, 1863.

"From 8 to merid. Wind E.N.E. (F. 2) Weather b. c. Strapped, loaded, and fuze (5-sec. fuze) 13 XI-inch shell. Commenced armor-plating ship, using sheet-chain. Weighed kedge-anchor.

"E. M. STODDARD, *Acting Master.*"

This operation of chain-arming took three days, and was effected without assistance from the shore, and at an expense of material of seventy-five dollars, (£15.) In order to make the addition less unsightly, the chains were boxed over with inch deal boards, forming a case or box, which stood out at right angles from the vessel's sides. This box would naturally excite curiosity in every port where the *Kearsarge* touched, and no mystery was made as to what the boarding covered. Captain Semmes was perfectly cognizant of the entire affair, notwithstanding his shameless assertion of ignorance, for he spoke about it to his officers and crew several days prior to the 19th of June, declaring that the chains were only attached together with rope-yarns, and would drop into the water when struck with the first shot. I was so informed by his own wounded men lying in the naval hospital at Cherbourg. Whatever might be the value for defence of this chain-plating, it was only struck once during the engagement, so far as I could discover by a long and close inspection. Some of the officers of the *Kearsarge* asserted to me that it was struck twice, whilst others deny that declaration; in one spot, however, a 32-pounder shot broke in the deal-covering and smashed a single link, two-thirds of which fell into the water. The remainder is in my possession, and proves to be of the ordinary 5½-inch chain. Had the cable been struck by a rifled 120-pounder instead of by a 32 the result might have been different; but in any case the damage would have amounted to nothing serious, for the vessel's side was hit five feet above the water-line, and nowhere in the vicinity of the boilers or machinery. Captain Semmes evidently regarded this protection of the chains as little worth, for he might have adopted the same plan before engaging the *Kearsarge*; but he confined himself to taking on board one hundred and fifty tons of coal as a protection to his boilers, which, in addition to the two hundred tons already in his bunkers, would bring him pretty low in the water. The *Kearsarge*, on the contrary, was deficient in her coal, and she took what was necessary on board during my stay at Cherbourg.

The quantity of chain used on each side of the vessel in this much-talked-of armoring is only one hundred and twenty fathoms, and it covers a space amidships of forty-nine feet six inches in length, by six feet two inches in depth. The chain, which is single, not

double, was and is stopped to eyebolts with rope-yarn and by iron dogs *. Is it reasonable to suppose that this plating of 1 7-10 inch iron (the thickness of the links of the chain) could offer any serious resistance to the heavy 68-pounder and the 7-inch Blakely rifle of the Alabama at the comparatively close range of seven hundred yards? What, then, becomes of the mistaken remark of the Times that the Kearsarge was "provided, as it turned out, with some special contrivances for protection," or Semmes's declaration that she was "iron-clad?" "The Career of the Alabama," in referring to this chain-plating, says: "Another advantage accruing from this was, that it sunk her very low in the water, so low, in fact, that the heads of the men who were in the boats were on the level of the Kearsarge's deck." It is simply ridiculous to suppose that the weight of two hundred and forty fathoms of chain could have any such effect upon a vessel of one thousand tons burden; whilst, in addition, the cable itself was part of the ordinary gear of the ship. Further, the Kearsarge was deficient in seventy tons of coal of her proper supply at the time of the action, while the Alabama had three hundred and fifty tons on board.

The objection that the Alabama was short-handed does not appear to be borne out by the facts of the case; while, on the other hand, a greater number of men than were necessary to work the guns and ship would be more of a detriment than a benefit to the Kearsarge. The latter vessel had twenty-two officers on board and one hundred and forty men; the Alabama is represented to have had only one hundred and twenty in her crew. (Mr. Mason's statement;) but if her officers be included in this number the assertion is obviously incorrect, for the Kearsarge saved sixty-seven,† the Deerhound forty-one, and the French pilot-boats twelve, and this without mentioning the thirteen accounted for as killed and wounded,‡ and others who went down in the ship. If Captain Semmes's representations were correct in regard to his being short-handed, he certainly ought not to be trusted with the command of a vessel again, however much he may be esteemed by some parties for his Quixotism in challenging an antagonist, to use his own words, "heavier than myself, both in ship, battery, and crew."

The asserted unpreparedness of the Alabama is about as truthful as the other representations, if we may take Captain Semmes's report and certain facts in rebutting evidence. The captain writes to Mr. Mason, "I cannot deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition the ship went into action;" but if Captain Semmes were right in the alleged want of preparation, he himself is alone to blame. He had ample time for protecting his vessel and crew in all possible manner; he, not the Kearsarge, was the aggressor, and but for his forcing the fight the Alabama might still be riding inside Cherbourg breakwater. Notwithstanding the horrible cause for which he is struggling, and the atrocious depredations he has committed upon helpless merchantmen, we can still admire the daring he evinced in sallying forth from a secure haven and gallantly attacking his opponent; but when he professes ignorance of the character of his antagonist, and unworthily attempts to disparage the victory of his foe, we forget all our first sympathies and condemn the moral nature of the man, as he has forced us to do his judgment.

Nor must it be forgotten that the Kearsarge has had fewer opportunities for repairs than the Alabama, and that she had been cruising around in all seas *for a much longer period than her antagonist*.§ The Alabama, on the contrary, had lain for many days in Cherbourg, and she only steamed forth when her captain supposed her to be in, at all events, as good a condition as the enemy.

The challenge.

Finally, the challenge to fight was given by the Alabama to the Kearsarge, not the Kearsarge to the Alabama. "The Career of the Alabama," above referred to, makes the following romantic statement:

"When he (Semmes) was challenged by the commander of the Kearsarge, everybody in Cherbourg, it appears, said it would be disgraceful if he refused the challenge, and this, coupled with his belief that the Kearsarge was not so strong as she really proved to be, made him agree to fight." (P. 41.)

On Tuesday, after the battle, and before leaving London for Cherbourg, I was shown a telegram by a member of the House of Commons, forwarded to him that morning. The telegram was addressed to one of the gentleman's constituents by his son, a sailor on board the Alabama, and was dated "Confederate States steamer Alabama, Cherbourg, June 14," the sender stating that they were about to engage the Kearsarge on the morrow, or next

* There was nothing whatever between the chain and the ship's sides.

† Including three dead.

‡ See page 41.

§ The Kearsarge started on her present cruise the 4th of February, 1862; the Alabama left the Mersey at the end of July following.

Besides these misstatements there have been others put forth, either in ignorance of the real facts of the case, or with a purposed intention of diminishing the merits of the victory by casting odium upon the federals on the score of inhumanity. In the former category must be placed the remarks of the Times, (June 21;) but it is just to state that the observations in question were made on receipt of the first news, and from information furnished probably by parties unconnected with the paper, and desirous of palliating the Alabama's defeat by any means in their power. We are informed in the article above referred to that the guns of the latter vessel "had been pointed for two thousand yards, and the second shot went right through the Kearsarge," whereas no shot whatever went through as stated. Again, "the Kearsarge fired about one hundred (shot,) chiefly 11-inch shell," the fact being that not one-third of her projectiles were of that calibre. Further on we find, "The men (of the Alabama) were all true to the last; they only ceased firing when the water came to the muzzles of their guns." Such a declaration as this is laughable in the extreme; the Alabama's guns were all on the spar deck, like those of the Kearsarge, and, to achieve what the Times represents, her men must have fought on until the hull of their vessel was two feet under water. The truth is, if the evidence of the prisoners saved by the Kearsarge may be taken, Captain Semmes hauled down his flag immediately after being informed by his chief engineer that the water was putting out the fires; and, within a few minutes, the water gained so rapidly on the vessel that her bow rose slowly in the air, and half her guns obtained a greater elevation than they had ever known previously. It is unfortunate to find such cheap novel style of writing in a paper which, at some future period, may be referred to as an authoritative chronicler of events now transpiring.

It would be too long a task to notice all the numerous misstatements of private individuals, and of the English and French press in reference to this action. The best mode is to give the facts as they occurred, leaving the public to judge by internal evidence on which side the truth exists.

Within a few days of the fight the writer of these pages crossed from London to Cherbourg for the purpose of obtaining by personal examination full and precise information in reference to the engagement. It would seem as though misrepresentation, if not positive falsehood, were inseparable from everything connected with the Alabama, for on reaching the French naval station he was positively assured by the people on shore that nobody was permitted to board the Kearsarge. Preferring, however, to substantiate the truth of these allegations from the officers of the vessel themselves, he hired a boat and sailed out to the sloop, receiving on his arrival an immediate and polite reception from Captain Winslow and his gallant subordinates. During the six days he remained at Cherbourg he found the Kearsarge open to the inspection, above and below, of any and everybody who chose to visit her; and he frequently heard surprise expressed by English and French visitors alike that representations on shore were so inconsonant with the truth of the case.

I found the Kearsarge lying under the guns of the French ship-of-the-line "Napoleon," two cables' length from that vessel, and about a mile and a half from the harbor; she had not moved from that anchorage since entering the port of Cherbourg, and no repairs whatever had been effected in her hull since the fight. I had thus full opportunity to examine the extent of her damage, and she certainly did not look at all like a vessel which had just been engaged in one of the hottest conflicts of modern times.

Size of the two vessels.

The Kearsarge, in size, is by no means the terrible craft represented by those who, for some reason or other, seek to detract from the honor of her victory; she appeared to me a mere yacht in comparison with the shipping around her, and disappointed many of the visitors who came to see her. The relative proportions of the two antagonists were as follows:

	Alabama.	Kearsarge.
Length over all.....	220 feet.	214½ feet.
Length on water-line.....	210 "	198½ "
Beam.....	32 "	33 "
Depth.....	17 "	16 "
Horse-power, two engines of.....	300 each.	400 h. p.
Tonnage.....	1,150	1,031*

The Alabama was a bark-rigged screw propeller, and the heaviness of her rig, and, above all, the greater size and height of her masts, would give her the appearance of a much larger vessel than her antagonist. The masts of the latter are disproportionately low and small; she has never carried more than topsail yards, and depends for her speed

* The Kearsarge has a four-bladed screw, diameter 12 feet 9 inches, with a pitch of 20 feet.

upon her machinery alone. It is to be questioned whether the Alabama, with all her reputation for velocity, could, in her best trim, outsteam her rival. The log-book of the Kearsarge, which I was courteously permitted to examine, frequently shows a speed of upwards of fourteen knots the hour, and her engineer states that her machinery was never in better working order than at the present time. I have not seen engines more compact in form, nor apparently in finer condition—looking in every part as though they were fresh from the workshop, instead of being, as they are, half through the third year of the cruise.

Ships-of-war, however, whatever may be their tonnage, are nothing more than platforms for carrying artillery. The only mode by which to judge of the strength of two vessels is in comparing their armaments; and herein we find the equality of the antagonists as fully exemplified as in the respective proportions of their hulls and steam-power. The armaments of the Alabama and Kearsarge were as follows:

Armament of the Alabama.—One 7-inch Blakely rifle; one 8-inch smooth-bore 68-pounder; six 32-pounders.

Armament of the Kearsarge.—Two 11-inch smooth-bore guns; one 30-pounder rifle; four 32-pounders.

It will, therefore, be seen that the Alabama had the advantage of the Kearsarge—at all events in the number of her guns—whilst the weight of the latter's broadside was only some 20 per cent. greater than her own. This disparity, however, was more than made up by the greater rapidity of the Alabama's firing, and, above all, by the superiority of her artillerymen. The Times informs us that Captain Semmes asserts, "he owes his best men to the training they received on board the 'Excellent:'" and trained gunners must naturally be superior to the volunteer gunners on board the Kearsarge. Each vessel fought all her guns, with the exception in either case of one 32-pounder on the starboard side; but the struggle was really decided by the two 11-inch Dahlgren smooth-bores of the Kearsarge against the 7-inch Blakely rifle and the heavy 68-pounder pivot of the Alabama. The Kearsarge certainly carried a small 30-pounder rifled Dahlgren in pivot on her forecastle, and this gun was fired several times before the rest were brought into play; but the gun in question was never regarded as aught than a failure, and the ordnance department of the United States navy has given up its manufacture.

The chain-plating of the Kearsarge.

Great stress has been laid upon the chain-plating of the Kearsarge, and it is assumed by interested parties that but for this armor the contest would have resulted differently. A pamphlet lately published in this city, entitled "The Career of the Alabama,"* makes the following statements:

"The federal government has fitted out the Kearsarge, a new vessel of great speed, iron-coated," &c. (P. 23.)

"She," the Kearsarge, "appeared to be temporarily plated with iron chains." (P. 38.) (In the previous quotation it would appear she had so been plated by the federal government. Both statements are absolutely incorrect, as will shortly be seen.)

"It was frequently observed that shot and shell struck against the Kearsarge's side, and harmlessly rebounded, bursting outside, and doing no damage to the federal crew."

"Another advantage accruing from this was that it sunk her very low in the water, so low, in fact, that the heads of the men who were in the boats were on the level of the Kearsarge's deck." (P. 39.)

"As before observed, the sides of the Kearsarge were trailed all over with chain-cables." (P. 41.)

The author of the pamphlet in question has judiciously refrained from giving his name. A greater number of more unblushing misrepresentations never were contained in an equal space.

In his official report to the confederate envoy, Mr. Mason, Captain Semmes makes the following statement:

"At the end of the engagement it was discovered, by those of our officers who went alongside the enemy's ship with the wounded, that her midship section on both sides was thoroughly iron-coated, this having been done with chain constructed for the purpose, (!) placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction (!) by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration."

* The Career of the Alabama, "No. 290," from July 29, 1862, to June 19, 1864. London: Dorrell & Son.

The Kearsarge was struck twenty-seven times during the conflict, and fired in all one hundred and seventy-three (173) shots; these were as follows:

Shots fired by the Kearsarge.

Two 11-inch guns.....	55 shots.
Rifle in forecastle.....	48 “
Broadside 32-pounders.....	60 “
12-pounder boat howitzer.....	10 “
Total.....	173

The last-named gun performed no part whatever in sinking the Alabama, and was only used in the action to create laughter among the sailors. Two old quartermasters, the two Dromios of the Kearsarge, were put in charge of this gun, with instructions to fire when they received the order. But the two old salts, little relishing the idea of having nothing to do while their messmates were so actively engaged, commenced peppering away with their pea-shooter of a piece, alternating their discharges with vituperation of each other. This low comedy by-play amused the ship's company, and the officers good-humoredly allowed the farce to continue until the single box of ammunition was exhausted.

Damage to the Kearsarge.

The Kearsarge was struck as follows:

One shot through starboard quarter, taking a slanting direction aft, and lodging in the rudder post. This shot was from the Blakely rifle.

One shot, carrying away starboard life-buoy.

Three 32-pounder shots through port bulwarks, forward of mizzenmast.

A shell, exploding after end of pivot-port.

A shell, exploding after end of chain-plating.

A 68-pounder shell, passing through starboard bulwarks below main rigging, wounding three men; the only casualty among the crew during the engagement.

A Blakely rifle shell, passing through the engine-room sky-light and dropping harmlessly in the water beyond the vessel.

Two shots below plank-sheer, abreast of boiler hatch.

One forward pivot port plank-sheer.

One forward foremast rigging.

A shot striking launch's topping lift.

A rifle shell, passing through funnel, bursting without damage inside.

One starboard, forward main-shroud.

One starboard, after-shroud main-topmast rigging.

One main-topsail tie.

One main-topsail outhaul.

One main-topsail runner.

Two through port-quarter boat.

One through spanker, (furled.)

One starboard, forward shroud, mizzen rigging.

One starboard, mizzen-topmast backstays.

One through mizzen-peak signal halliards, which cut the stops, when the battle was nearly over, and for the first time let loose to the breeze.

This list of damages received by the Kearsarge proves the exceedingly bad fire of the Alabama, notwithstanding the number of men on board the latter belonging to our "Naval Reserve," and the trained hands from the gunnery ship Excellent. I was informed by some of the paroled prisoners on shore at Cherbourg that Captain Semmes fired rapidly at the commencement of the action "in order to frighten the Yankees," nearly all the officers and crew being, as he was well aware, merely volunteers from the merchant service. At the expiration of twenty minutes after the Kearsarge discharged the first broadside, continuing the battle in a leisurely, cool manner, Semmes remarked, "Confound them; they've been fighting twenty minutes, and they're as cool as posts." The probabilities are that the crew of the federal vessel had learned not to regard as dangerous the rapid and hap-hazard practice of the Alabama.

From the time of her first reaching Cherbourg until she finally quitted the port, the Kearsarge never received the slightest assistance from shore, with the exception of that rendered by a boiler-maker in patching up her funnel. Every other repair was completed by her own hands, and she might have crossed the Atlantic immediately after the action without difficulty. So much for Mr. Lancaster's statement that "the Kearsarge was apparently much disabled."

Semmes's design to board the Kearsarge.

The first accounts received of the action led us to suppose that Captain Semmes's intention was to lay his vessel alongside the enemy, and to carry her by boarding. Whether this information came from the captain himself, or was made out of "whole cloth" by some of his admirers, the idea of boarding a vessel under steam, unless her engine, or screw, or rudder be disabled, is manifestly ridiculous. The days of boarding are gone by, except under the contingencies above stated, and any such attempt on the part of the Alabama would have been attended with disastrous results to herself and crew. To have boarded the Kearsarge Semmes must have possessed greater speed, to enable him to run alongside her, and the moment the pursuer came near her victim the latter would shut off steam, drop astern in a second of time, sheer off, discharge her whole broadside of grape and canister, and rake her antagonist from stern to stem. Our pro-southern sympathizers really ought not to make their *protégé* appear ridiculous by ascribing to him such an egregious intention.

Nationality of the crew of the Kearsarge.

It has frequently been asserted that the major portion of the northern armies is composed of foreigners, and the same statement is made in reference to the crews of the American navy. The report got abroad in Cherbourg that the victory of the Kearsarge was due to her having taken on board a number of French gunners at Brest, and an admiral of the French navy asked me in perfectly good faith whether it were not the fact. It will not, therefore, be out of place to give the names and nationalities of the officers and crew on board the Kearsarge during her action with the Alabama.

Officers of the United States steamer Kearsarge, June 19, 1864.

John A. Winslow, captain, North Carolina; * James S. Thornton, lieutenant commander, New Hampshire; John M. Browne, surgeon, New Hampshire; J. Adams Smith, paymaster, Maine; William H. Cushman, chief engineer, Pennsylvania; James R. Wheeler, acting master, Massachusetts; Eben M. Stoddard, acting master, Connecticut; David H. Sumner, acting master, Maine; William H. Badlam, second assistant engineer, Massachusetts; Fred. L. Miller, third assistant engineer, Massachusetts; Sidney L. Smith, third assistant engineer, Massachusetts; Henry McConnell, third assistant engineer, Pennsylvania; Edward E. Preble, midshipman, Maine; Daniel B. Sargent, paymaster's clerk, Maine; S. E. Hartwell, captain's clerk, Massachusetts; Frank A. Graham, gunner, Pennsylvania; James C. Walton, boatswain, Pennsylvania; William H. Yeston, acting master's mate, United States; Charles H. Danforth, acting master's mate, Massachusetts; Ezra Bartlett, acting master's mate, New Hampshire; George A. Tittle, surgeon's steward, United States; Carsten B. De Witt, yeoman, United States.

Crew of the United States steamer Kearsarge, June 19, 1864.

Natives of the United States.—Jason N. Watrus, master-at-arms; Charles Jones, seaman; Daniel Charter, landsman; Edward Williams, officers' steward; George Williams, landsman; Charles Butts, quartermaster; Charles Redding, landsman; James Wilson, cockswain; William Gowan, (died,) ordinary seaman; James Saunders, quartermaster; John W. Dempsey, quarter-gunner; William D. Chapel, landsman; Thomas Perry, boatswain's mate; John Barrow, ordinary seaman; William Bond, boatswain's mate; James Haley, captain of fore-castle; Robert Strahn, captain of top; James O. Stone, first-class boy; Jacob Barth, John H. McCarthy, James F. Hayes, landsmen; John Hayes, cockswain; James Devine, landsman; George H. Russell, armorer; Patrick McKeever, Nathan Ives, Dennis McCarty, landsmen; John Boyle, John C. Woodberry, ordinary seamen; George E. Reed, seaman; James Morey, ordinary seaman; Benedict Drury, William Giles, seamen; Timothy Hurley, ship's cook; Michael Conroy, ordinary seaman; Levi W. Nye, James H. Lee, seamen; John E. Brady, ordinary seaman; Andrew J. Rowley, quarter-gunner; James Bradley, seaman; William Ellis, captain of hold; Henry Cook, captain of after-guard; Charles A. Reed, William S. Morgan, seamen; Joshua E. Carey, sailmaker's mate; James Magee, ordinary seaman; Benjamin S. Davis, officer's cook; John F. Bickford, cockswain; William Gurney, seaman; William Smith, quartermaster; Lawrence T. Crowley, ordinary seaman; Hugh McPherson, gunner's mate; Taran Phillips, ordinary seaman; Joachim Pease, seaman; Benjamin H. Blaisdell, first-class fireman; Joel B. Blaisdell, first-class fireman; Charles Fisher, officer's cook; James Henson, landsman; William M. Smith, landsman; William Fisher, landsman; George Bailey, landsman; Martin Hoyt, landsman; Mark

* Captain Winslow has long been a citizen of Massachusetts.

day. I have not a copy of this telegram, but "The Career of the Alabama" gives a letter to the like effect from the surgeon of the privateer, addressed to a gentleman in this city. The letter reads as follows :

"CHERBOURG, June 14, 1864.

"DEAR TRAVERS: Here we are. I send this by a gentleman coming to London. An enemy is outside. If she only stays long enough, we go out and fight her. If I live, expect to see me in London shortly. If I die, give my best love to all who know me. If Monsieur A. de Caillet should call on you please show him every attention.

"I remain, dear Travers, ever yours,

"D. H. LLEWELLYN."

There were two brave gentlemen on board the Alabama, poor Llewellyn, who nobly refused to save his own life by leaving his wounded,* and a young lieutenant, Mr. Joseph Wilson, who honorably delivered up his sword on the deck of the Kearsarge when the other officers threw theirs into the water.

The most unanswerable proof of Captain Semmes having challenged the commander of the Kearsarge is to be found in the following letter addressed by him to the confederate consul or agent at Cherbourg. After the publication of this document it is to be hoped we shall hear no more of Captain Winslow's having committed such a breach of discipline and etiquette as that of challenging a rebel against his government.

Captain Semmes's challenge to the Kearsarge.

"CONFEDERATE STATES STEAMER ALABAMA,

"Cherbourg, June 14, 1864.

"SIR: I hear that you were informed by the U. S. consul that the Kearsarge was to come to this port solely for the prisoners landed by me,† and that she was to depart in twenty-four hours. I desire you to say to the U. S. consul that my intention is to fight the Kearsarge as soon as I can make the necessary arrangements. I hope these will not detain me more than until to-morrow evening, or after to-morrow morning at furthest. I beg she will not depart before I am ready to go out.

"I have the honor to be, very respectfully, your obedient servant,

"R. SEMMES, Captain."

"To Ad. BONFILS, Esq., Cherbourg."

Numerous facts serve to prove that Captain Semmes had made every preparation to engage the Kearsarge, and that wide-spread publicity had been given to his intention. As soon as the arrival of the federal vessel was known at Paris, an American gentleman of high position came down to Cherbourg with instructions for Captain Winslow; but, so desirous were the French authorities to preserve a really honest neutrality that permission was only granted to him to sail to her after his promising to return to shore immediately on the delivery of his message. Once back in Cherbourg, and about to return to Paris, he was advised to remain over night, as the Alabama intended to fight the Kearsarge next day, (Sunday.) On Sunday morning an excursion train arrived from the capital, and the visitors were received at the terminus of the railway by the boatmen of the port, who offered them boats for the purpose of seeing a genuine naval battle which was to take place during the day. Turning such a memorable occurrence to practical uses, Monsieur Rondin, a celebrated photographic artist on the Place d'Armes at Cherbourg, prepared the necessary chemicals, plates, and camera, and placed himself on the summit of the old church tower, which the whilome denizens of Cherbourg had very properly built in happy juxtaposition with his establishment. I was only able to see the negative, but that was quite sufficient to show that the artist had obtained a very fine view indeed of the exciting contest. Five days, however, had elapsed since Captain Semmes sent his challenge to Captain Winslow through the confederate agent, Monsieur Bonfils; surely time sufficient for him to make all the preparations which he considered necessary. Meanwhile the Kearsarge was cruising to and fro at sea, outside the breakwater.

The Kearsarge reached Cherbourg on the 14th, and her captain only heard of Captain Semmes's intention to fight him on the following day. Five days, however, elapsed before the Alabama put in an appearance, and her exit from the harbor was heralded by the English-yacht Deerhound. The officer on watch aboard the Kearsarge made out a three-masted vessel steaming from the harbor, the movements of which were somewhat mysterious; after

* The author's tribute to Surgeon Llewellyn was founded on imperfect information. It is now known that he ran away in the first boat which left the "Alabama."—*Eds. Nat. Int.*

† This information was incorrect. No such statement was ever made by the consul of the United States at Cherbourg.

remaining a short time only, this steamer, which subsequently proved to be the *Deerhound*, went back into port; only returning to sea a few minutes in advance of the *Alabama* and the French iron-clad *La Couronne*. Mr. Lancaster, her owner, sends a copy of his log to the *Times*, the first two entries being as follows:

"*Sunday, June 19, 9 a. m.*—Got up steam and proceeded out of Cherbourg harbor.

"10.30—Observed the *Alabama* steaming out of the harbor towards the federal steamer *Kearsarge*."*

Mr. Lancaster does not inform us why an English gentleman should choose a Sunday morning, of all days in the week, to cruise about at an early hour with ladies on board, nor does he supply the public with information as to the movements of the *Deerhound* during the hour and a half which elapsed between his exit from the harbor and the appearance of the *Alabama*. The preceding paragraph, however, supplies the omission.

The engagement.

At length the *Alabama* made her appearance in company with the *Couronne*, the latter vessel convoying her outside the limit of French waters. Here let me pay a tribute to the careful neutrality of the French authorities. No sooner was the limit of jurisdiction reached than the *Couronne* put down her helm, and without any delay steamed back into port, not even lingering outside the breakwater to witness the fight. Curiosity, if not worse, anchored the English vessel in handy vicinity to the combatants. Her presence proved to be of much utility, for she picked up no less than fourteen of the *Alabama*'s officers, and among them the redoubtable Semmes himself.

So soon as the *Alabama* was made out, the *Kearsarge* immediately headed seaward and steamed off the coast, the object being to get a sufficient distance from the land so as to obviate any possible infringement of French jurisdiction; and, secondly, that in case of the battle going against the *Alabama*, the latter could not retreat into port. When this was accomplished the *Kearsarge* was turned shortly around and steered immediately for the *Alabama*, Captain Winslow desiring to get within close range, as his guns were shotted with five-second shell. The interval between the two vessels being reduced to a mile or thereabouts, the *Alabama* sheered and discharged a broadside, nearly a raking fire, at the *Kearsarge*. More speed was given to the latter to shorten the distance, and a slight sheer to prevent raking. The *Alabama* fired a second broadside and a part of a third while her antagonist was closing; and at the expiration of ten or twelve minutes from the *Alabama*'s opening shot, the *Kearsarge* discharged her first broadside. The action henceforward continued in a circle, the distance between the two vessels being about seven hundred yards; this, at all events, is the opinion of the federal commander and his officers, for their guns were sighted at that range, and their shell burst in and over the privateer. The speed of the two vessels during the engagement did not exceed eight knots the hour.

At the expiration of one hour and two minutes from the first gun the *Alabama* hauled down her colors and fired a lee gun (according to the statements of her officers) in token of surrender. Captain Winslow could not, however, believe that the enemy had struck, as his own vessel had received so little damage, and he could not regard his antagonist as much more injured than himself; and it was only when a boat came off from the *Alabama* that her true condition was known. The 11-inch shell from the *Kearsarge*, thrown with fifteen pounds of powder at seven hundred yards range, had gone clean through the starboard side of the privateer, bursting in the port side and tearing great gaps in her timber and planking. This was plainly obvious when the *Alabama* settled by the stern and raised the forepart of her hull high out of water.

* The following is the copy of the log of the *Kearsarge* on the day in question:

"June 19, 1864.

"From 8 to meridian.

"Moderate breeze from the westward, weather b. c. At 10 inspected crew at quarters. At 10.20 discovered the *Alabama* steaming out from the port of Cherbourg, accompanied by a French iron-clad steamer, and a fore-and-aft rigged steamer showing the white English ensign and a yacht flag. Beat to general quarters and cleared the ship for action. Steamed ahead, standing off shore. At 10.50, being distant from the land about two leagues, altered our course, and approached the *Alabama*. At 10.57 the *Alabama* commenced the action with her starboard broadside at 1,000 yards range. At 11 we returned her fire, and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12.10 a boat with an officer from the *Alabama* came alongside and surrendered his vessel, with the information that she was rapidly sinking, and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy. The English yacht before mentioned, coming within hail, was requested by the captain (W.) to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 2.24 the *Alabama* went down in forty fathoms of water, leaving most of the crew struggling in the water. Seventy persons were rescued by the boats; two pilot-boats and the yacht also assisted. One pilot-boat came alongside us, but the other returned to the port. The yacht steamed rapidly away to the northward without reporting the number of our prisoners she had picked up.

"JAMES S. WHEELER, *Acting Master.*"

Edgar Tripp, seaman, Englishman; John Neil, seaman, Englishman; Thomas Winter, fireman, Englishman; Martin King, seaman; Joseph Pearson, seaman, Englishman; James Hicks, captain of hold, Englishman; R. Parkinson, wardroom steward, Englishman; John Emory, seaman, Englishman; Thomas L. Parker, boy, Englishman; Peter Hughes, captain of top, Englishman.

(All the above belonged to the Alabama when she first sailed from the Mersey, and John Neil, John Emory, and Peter Hughes belong to the "Royal Naval Reserve.")

William Clark, David Leggett, Samuel Henry, John Russell, John Smith, Henry McCoy, Edward Bussell, James Ochure, John Casen, Henry Higgin, Frank Hammond, Michael Shields, David Thurston, George Peasey, Henry Yates, seamen; Henry Godsen, David Williams, Henry Hestlake, Thomas Watson, John Johnson, Match Maddock, Richard Evans, William Miller, George Cousey, Thomas Brandon, ordinary seamen; William McKenzie, James Broderick, William Wilson, cockswains; Edward Rawes, master-at-arms; Henry Tucker, officers' cook; William Barnes, quarter-gunner; Jacob Verbor, seaman;* Robert Wright, captain of maintop;* William McGuire, captain of foretop;* William McGinle, cockswain;* John Benson, James McGuire, coal-heavers; Frank Currian, Peter Laperty, John Riley, firemen; Nicholas Adams, landsman; James Clemens, yeoman; James Wilson, boy.

These men, almost without exception, are subjects of her Majesty the Queen. There were also three others, who died in the boats, names not known.

The following are those reported to have been killed or drowned:

David Herbert Llewellyn, surgeon, Welshman;† William Robinson, carpenter; James King, master-at-arms, Savannah pilot; Peter Duncan, fireman, Englishman; Andrew Shillings, Scotchman; Charles Puist, coal-passer, German; Frederick Johns, purser's steward, Englishman; Samuel Henry, seaman, Englishman; John Roberts, seaman, Welshman; Peter Henry, seaman, Irishman; George Appleby, yeoman, Englishman; A. G. Bartelli, seaman, Portuguese; Henry Fisher, seaman, Englishman.

The above all belonged to the original crew of the Alabama.

The Deerhound carried off, according to her own account, forty-one; the names of the following are known:

Raphael Semmes, captain; John M. Kell, first lieutenant; Arthur Sinclair, jr., second lieutenant; R. K. Howell, lieutenant of marines. (This person is brother-in-law of Mr. Jefferson Davis.) W. H. Sinclair, midshipman; J. S. Bullock, acting master; E. A. Maffit, E. M. Anderson, midshipmen; M. O'Brien, third assistant surgeon; George T. Fullam, master's mate, Englishman; James Evans, Max Meulnier, J. Schraeder, master's mates; W. B. Smith, captain's clerk; J. O. Cuddy, gunner; J. G. Dent, quartermaster; James McFadgen, fireman, Englishman; Orran Duffy, fireman, Irishman; W. Crawford, Englishman; Brent Johnson, second boatswain's mate, Englishman; William Nevins, Englishman; William Hearn, seaman, Englishman. The last four belong to the "Royal Naval Reserve."

Movements of the English yacht Deerhound.

That an English yacht, one belonging to the royal yacht squadron, and flying the white ensign, too, during the conflict, should have assisted the confederate prisoners to escape after they had formally surrendered themselves, according to their own statement, by firing a lee gun, striking their colors, hoisting a white flag, and sending a boat to the Kearsarge—some of which signals must have been witnessed from the deck of the Deerhound—is most humiliating to the national honor. The movements of the yacht early on Sunday morning were, as before shown, most suspicious, and had Captain Winslow followed the advice and reiterated requests of his officers, when she steamed off, the Deerhound might now have been lying not far distant from the Alabama. Captain Winslow, however, could not believe that a gentleman who was asked by himself "to save life" would use the opportunity to decamp with the officers and men who, according to their own act, were prisoners of war. There is high presumptive evidence that the Deerhound was at Cherbourg for the express purpose of rendering every assistance possible to the corsair; and we may be permitted to doubt whether Mr. Lancaster, the friend of Mr. Laird, and a member of the Mersey Yacht Club, would have carried Captain Winslow and his officers to Southampton if the result of the struggle had been reversed, and the Alabama had sent the Kearsarge to the bottom.

The Deerhound reached Cherbourg on the 17th of June, and between that time and the night of the 18th boats were observed from the shore passing frequently between her and the Alabama. It is reported that English gunners came over from England purposely to assist the privateer in the fight. This I heard before leaving London, and the assertion

* Wounded.

† A mistake. See preceding note.

was repeated to me again at Havre, Honfleur, Cherbourg, and Paris. If this be the fact, how did the men reach Cherbourg? On the 14th of June Captain Semmes sends his challenge to the Kearsarge through Monsieur Bonfils, stating it to be his intention to fight her "as soon as I can make the necessary arrangements." Two full days elapse, during which he takes on board one hundred and fifty tons additional of coal, and places for security in the custom-house the following valuables: 38 kilo. 700 gr. of gold coin, 6 gr. of jewelry and set-diamonds, 2 gold watches. What, then, became of the pillage of a hundred merchantmen, the chronometers, &c., which the Times described as the "*spolia opima* of a whole mercantile fleet?" Those could not be landed on French soil, and were not. Did they go to the bottom with the ship herself, or are they saved?

Captain Semmes's preparations are apparently completed on the 16th, but still he lingers behind the famous breakwater, much to the surprise of his men. The Deerhound arrives at length, and the preparations are rapidly completed. How unfortunate that Mr. Lancaster did not favor the Times with a copy of his log-book from the 12th to the 19th June, inclusive!

The record of the Deerhound is suggestive on the morning of that memorable Sunday. She steams out from behind the Cherbourg breakwater at an early hour; scouts hither and thither, apparently purposeless; runs back to her anchorage; precedes the Alabama to sea; is the solitary and close spectator of the fight, whilst the Couronne has the delicacy to return to port; and, finally, having picked up Semmes, thirteen of his officers, and a few of his men, steams off at fullest speed to Southampton, leaving the "*apparently much disabled*" Kearsarge (Mr. Lancaster's own words) to save two-thirds of the Alabama's drowning crew struggling in the water.

An English gentleman's yacht playing tender to a corsair! No one will ever believe that Deerhound to be thorough-bred.

Conclusion.

Such are the facts relating to the memorable action off Cherbourg on the 19th of June, 1864. The Alabama went down riddled through and through with shot, and as she sank beneath the green waves of the channel not a single cheer arose from the victors. The order was given, "Silence, boys!" and in perfect silence this terror of American commerce plunged to her last resting place.

There is but one key to the victory. The two vessels were, as nearly as possible, equal in size, speed, armament, and crew, and the contest was decided by the superiority of the 11-inch Dahlgren guns of the Kearsarge over the Blakely rifle and the vaunted 68-pounder of the Alabama, in conjunction with the greater coolness and surer aim of the former's crew. The Kearsarge was not, as represented, specially armed and manned for destroying her foe, but is in every respect similar to all the vessels of her class (third rate) in the United States navy. Moreover, the large majority of her officers are from the merchant service.

The French at Cherbourg were by no means dilatory in recognizing the value of these Dahlgren guns. Officers of all grades, naval and military alike, crowded the vessel during her stay at their port, and they were all eyes for the massive pivots, and for nothing else. Guns, carriages, even rammers and sponges, were carefully measured; and if the pieces can be made in France, many months will not elapse before their muzzles will be grinning through the port-holes of French ships-of-war.

We have no such gun in Europe as this 11-inch Dahlgren; but it is considered behind the age in America. The 68-pounder is regarded by us as a heavy piece; in the United States it is the minimum for large vessels, where some ships (the new Ironsides, Niagara, Vanderbilt, &c.) carry the 11-inch *in broadside*. It is considered far too light, however, for the sea-going iron-clads, although throwing a solid shot of 160 pounds; yet it has made a wonderful stir on both sides of the channel. What, then, will be thought of the 15-inch gun, throwing a shot of 480 pounds, or of the 200-pound Parrott, with its range of five miles?

We are arming our iron-clads with 9-inch smooth bores and 100-pounder rifles, while the Americans are constructing their armor-ships to resist the impact of 11 and 15-inch shot. By June next the United States will have in commission the following iron-clads:

	Tons.	Guns.
Dunderberg.....	5,090	10
Dictator.....	3,033	2
Kalamazoo.....	3,200	4
Passaconaway.....	3,200	4
Puritan.....	3,265	4
Quinsigamond.....	3,200	4
Roanoke.....	3,435	6
Shakamaxon.....	3,290	4

G. Ham, carpenter's mate; William H. Bastine, landsman; Leyman P. Spinney, coal-heaver; George E. Smart, second-class fireman; Charles A. Poole, coal-heaver; Timothy Lynch, coal-heaver; Will. H. Donnelly, first-class fireman; Sylvanus P. Brackett, coal-heaver; John W. Sanborn, coal-heaver; Adoniram Littlefield, coal-heaver; John W. Young, coal-heaver; Will. Wainright, coal-heaver; Jno. E. Orchon, second-class fireman; George W. Remick, first-class fireman; Joel L. Sanborn, first-class fireman; Jere Young, first-class fireman; William Smith, first-class fireman; Stephen Smith, second-class fireman; John F. Stackpole, second-class fireman; William Stanley, second-class fireman; Lyman H. Hartford, second-class fireman; True W. Priest, first-class fireman; Joseph Dugan, first-class fireman; John F. Dugan, coal-heaver; James W. Sheffield, second-class fireman; Charles T. Young, orderly sergeant; Austin Quimley, corporal of marines; Roscoe G. Dolley, private of marines; Patrick Flood, private of marines; Henry Hobson, corporal of marines; James Kerrigan, private of marines; John McAleen, private of marines; Geo. A. Raymond, private of marines; James Tucker, private of marines; Isaac Thornton, private of marines; William Y. Evans, nurse; William B. Poole, quartermaster; F. J. Veannah, captain of after-guard; Charles Hill, landsman; Henry Jameson, first-class fireman; Jno. G. Batchelder, private of marines; John Dwyer, first-class fireman; Thomas Salmon, second-class fireman; Patrick O'Connor, second-class fireman; Geo. H. Harrison, ordinary seaman; George Andrew, ordinary seaman; Charles Moore, seaman; Geo. A. Whipple, ordinary seaman; Edward Wallace, seaman; Thomas Marsh, coal-heaver; Thomas Buckley, ordinary seaman; Edward Wilt, captain of top; George H. Kinnie, ordinary seaman; Augustus Johnson, seaman; Jeremiah Horrigan, seaman; Wm. O'Halloran, seaman; Wm. Turner, seaman; Joshua Collins, ordinary seaman; James McBeath, ordinary seaman; John Pope, coal-heaver; Charles Mattison, ordinary seaman; George Baker, seaman; Timothy G. Cauty, seaman; John Shields, seaman; Thomas Alloway, seaman; Phillip Weeks, seaman; William Barnes, landsman.

Native of Holland.—Wm. Alsdorf, coal-heaver.

Natives of Western islands.—Clement Antoine, coal-heaver; José Dabney, landsman.

Malay.—Benjamin Button, coal-heaver.

Native of France.—Jean Briset, coal-heaver.

Natives of Holland.—Vanburn François, landsman; Peter Ludy, seaman.

Natives of England.—George English, seaman; Jonathan Brien, landsman.

Native of Spain.—Manual J. Gallardo, second-class boy.

Native of Holland.—John M. Sonius, first-class boy.

It thus appears that out of one hundred and sixty-three officers and crew of the sloop-of-war *Kearsarge*, there are only eleven persons foreign born.

Casualties on the Kearsarge.

The following is the surgeon's report of casualties among the crew of the *Kearsarge* during the action:

“UNITED STATES STEAMSHIP KEARSARGE,

“*Cherbourg, France, afternoon, June 19, 1864.*

“SIR: I report the following casualties resulting from the engagement this morning with the steamer *Alabama*.

“John W. Dempsey, quarter-gunner, compound comminuted fracture of right arm, lower third, and forearm; arm amputated.

“William Gowan, ordinary seaman, compound fracture of left thigh and leg, seriously.

“James McBeath, ordinary seaman, compound fracture of left leg, severely wounded.

“I am, very respectfully, your obedient servant,

“JOHN M. BROWNE,

“*Surgeon United States Navy.*

“Captain JOHN A. WINSLOW,

“*Commanding United States Steamship Kearsarge, Cherbourg.*”

All these men were wounded by the same shot, a 68-pounder, which passed through the starboard bulwarks below main-rigging, narrowly escaping the after 11-inch pivot gun. The fuzes employed by the *Alabama* were villainously bad, several shell having lodged in the *Kearsarge* without taking effect. Had the 7-inch rifle shot exploded, which entered the vessel at the starboard quarter, raising the deck by its concussion several inches, and lodging in the rudder post, the action might have lasted some time longer. It would not, however, have altered the result, for the casualty occurred towards the close of the conflict. During my visit I witnessed the operation of cutting out a 32-pounder shell (time fuze) from the rail close forward of the fore pivot 11-inch port; the officer in charge of the piece informed me that the concussion actually raised the gun and carriage;

and had it exploded many of the crew would have been injured by the fragments and splinters.

Among the incidents of the fight, some of our papers relate that an 11-inch shell from the Kearsarge fell upon the deck of the Alabama, and was immediately taken up and thrown overboard. Probably no fight ever occurred in modern times in which somebody didn't pick up a live shell and throw it out of harm's way; but we may be permitted to doubt in this case; 5-second fuzes take effect somewhat rapidly; the shot weighs considerably more than a hundred weight, and is uncomfortably difficult to lay hold of. Worse than all for the probabilities of the story, fifteen pounds of powder, never more nor less, were used to every shot fired from the 11-inch pivots, the Kearsarge only opening fire from them when within eight hundred yards of the Alabama. With fifteen pounds of powder and fifteen degrees of elevation, I have myself seen these 11-inch Dahlgrens throw three and a half miles; and yet we are asked to credit that, with the same charge at less than half a mile, one of the shells fell upon the deck of the privateer. There are eleven marines in the crew of the Kearsarge; probably the story was made for them.

The reported firing upon the Alabama after her surrender.

Captain Semmes makes the following statement in his official report:

"Although we were now but four hundred yards from each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally."

A very nice appeal after the massacre of Fort Pillow, especially when coming from a man who has spent the previous two years of his life in destroying unresisting merchantmen.

The captain of the Kearsarge was never aware of the Alabama having struck until a boat put off from her to his own vessel. Prisoners subsequently stated that she had fired a lee gun, but the fact was not known on board the federal ship, nor that the colors were hauled down in token of surrender. A single fact will prove the humanity with which Captain Winslow conducted the fight. At the close of the action his deck was found to be literally covered with grape and canister, ready for close quarters; but he had never used a single charge of all this during the contest, although within capital range for employing it.

The feeling after the battle.

The wounded of the two vessels were transferred shortly after the action to the naval hospital at Cherbourg. I paid a visit to that establishment on the Sunday following the engagement, and found the sufferers lying in comfortable beds alongside each other in a long and admirably ventilated ward on the first floor. Poor Gowan, who died the following Tuesday, was in great pain, and already had the seal of death upon his face. James McBeath, a young fellow of apparently twenty years, with a compound fracture of the leg, chatted with much animation, while Dempsey, the stump of his right arm laid on the pillow, was comfortably smoking a cigar, and laughing and talking with one of the Alabama's crew in the bed alongside him. The wounded men of the sunken privateer were unmistakably English in physiognomy, and I failed to discover any who were not countrymen of ours. I conversed with all of them, stating at the outset that I was an Englishman like themselves, and the information seemed to open their hearts to me. They represented themselves as very comfortable at the hospital, that everything they asked for was given them, and that they were surprised at the kindness of the Kearsarge's men who came to visit the establishment, when they were assured by their own officers before the action that foul treatment would only be shown them in the event of their capture. Condoling with one poor fellow, who had his leg carried away by a shell, he remarked to me, "Ah, it serves me right; they won't catch me fighting again without knowing what I am fighting for." "That's me, too," said another poor Englishman alongside him.

The paroled prisoners (four officers) on shore at Cherbourg evinced no hostility whatever to their captors, but were always on the friendliest of terms with them. All alike frequented the same hotel in the town, (curiously enough, "The Eagle,") played billiards at the same café, and bought their pipes, cigars, and tobacco from the same pretty little brunette on the *quai du port*.

The following are the names of the officers and crew of the Alabama saved by the Kearsarge:

Francis L. Galt, of Virginia, assistant surgeon; Joseph Wilson, third lieutenant; Miles J. Freeman, engineer, Englishman; Jon. W. Pundt, third assistant engineer; Benjamin L. McClaskey, boatswain; William Forrestall, quartermaster, Englishman; Thomas Potter, fireman, Englishman; Samuel Williams, fireman, Welshman; Patrick Bradley, fireman, Englishman; John Orrigin, fireman, Irishman; George Freemantle, seaman, Englishman;

These, too, without counting six others of "second class," all alike armed with the tremendous 15-inch, and built to cross the Atlantic in any season. But it is not in iron-clads alone that America is proving her energy; first, second, and third rates, wooden-built, are issuing constantly from trans-Atlantic yards, and the navy of the United States now numbers no less than six hundred vessels and upwards, seventy-three of which are iron-clads.

This is, indeed, an immense fleet for one nation, but we may, at all events, rejoice that it will be used to defend—in the words of the wisest and noblest of English statesmen—"the democratic principle, or, if that term is offensive, popular sovereignty."

CAPTURE OF THE REBEL STEAMER GEORGIA.

Preliminary letter of Commodore T. T. Craven.

UNITED STATES SHIP NIAGARA,
Off Start Point, English Channel, August 1, 1864.

SIR: On the 16th ultimo I had the honor to inform you of my return to Antwerp, after an unsuccessful cruise in search of the pirate Florida. In consequence of information received on the 28th ultimo from our minister at London, I am now on my way to Liverpool to intercept, if possible, and send to the United States, the steamer heretofore known as the Japan or the Georgia, purporting to have been sold or transferred to British subjects.

In taking leave of the Scheldt, it seems proper that I should bring particularly to your notice the very kind manner in which the arrival of the Niagara was welcomed there by the good citizens of Antwerp.

I immediately, on my first arrival there, called upon the two governors, civil and military, and the burgomaster, and exchanged salutes with their flag. From that time until our final departure there was one constant interchange of civilities between us.

After visiting the authorities of the city, I went to Brussels, and accompanied by our minister, Mr. Sandford, called upon the ministers of foreign affairs of war and marine, and a few days before leaving was presented to the Duke of Brabant.

These visits were all promptly returned, when I availed myself of the many opportunities of firing the proper salutes, and to show to them the Niagara, the first American vessel-of-war and the largest ship which had ever visited the waters of Belgium.

On the evening of the 22d ultimo General Desert, the military governor, paid us the high compliment of heading a large party of serenaders, which, putting off upon two pontoons, anchored near the ship and regaled us with their music for nearly two hours. Besides the kindly feeling, and the deep sympathy in our trouble, expressed towards us by those in high office, we had every evidence of the same sentiments wherever we were thrown in contact with their people; and in acknowledgement of these civilities, excepting at times of exercise, our ship was thrown open to all visitors; and it is an inside estimate when I say that no less than thirty thousand persons availed themselves of the opportunity.

Very respectfully, your obedient servant,

THO'S T. CRAVEN,
Commodore U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the capture.

UNITED STATES SHIP NIAGARA,
*From 8 to 10 miles south west of the Berlings,
 Coast of Portugal, August 15, 1864.*

SIR: I have the honor to inform you that, in compliance with the instructions contained in a letter from Mr. Adams, our minister at London, a copy of which is herewith enclosed, I sailed with the Niagara from Antwerp on the 29th of July for Liverpool, where I arrived on the 3d of August, and ascertained that the Georgia would soon sail for Lisbon.

Supposing my best chances for falling in with her would be on this coast, I left Liverpool on the 5th instant, arrived at Lisbon on the 11th; coaled ship and sailed again yesterday morning, and this morning at about 9.30 discovered the Georgia on our port bow, standing to the southward; at 9.45 brought her to; and at noon put a prize crew on board, under charge of Acting Master Kimball, with orders to proceed to Boston, Massachusetts.

Very respectfully, your obedient servant,

THO'S T. CRAVEN,
Commodore U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Charles F. Adams, to Commodore T. T. Craven.

LEGATION OF THE UNITED STATES,
London, July 27, 1864.

SIR: I learn from the vice-consul of the United States at Liverpool that the steamer heretofore known as the Japan or the Georgia, purporting to have been sold or transferred to British subjects, is about to sail from Liverpool for some destination unknown, but believed to be with unfriendly intentions to the United States.

The validity of a sale of a belligerent vessel in a neutral port in time of war has ever been denied by Great Britain when a party to the war, and is now denied by the United States. This vessel is therefore open to capture and condemnation as lawful prize of war, wherever she may be found upon the high seas, no matter what may be the national character she assumes.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS,
 Commodore THO'S T. CRAVEN, U. S. N.,
United States Steamer Niagara.

Additional report of Commodore T. T. Craven.

UNITED STATES SHIP NIAGARA,
Off Dover, England, August 24, 1864.

SIR: On the 15th instant, in lat. 39° 16' N., long. 9° 38' W., I fell in with the steamer Georgia, formerly the pirate of that name, and sent her as a good and lawful prize to the United States, under charge of Acting Master Jacob Kimball. I now have the honor to enclose a duplicate of my letter addressed to

you on that occasion, (No. 35,) also a duplicate copy of a letter addressed to me by Mr. Adams, respectively, Nos. 1 and 2.

As the Georgia was sailing under the English flag, and was chartered to the Portuguese government, and as her officers and crew were evidently engaged in good faith to sail on a lawful voyage and could not be treated as blockade runners, nor as belligerents, it seemed to me to be improper to send them to the United States, excepting the chief mate and engineer. I have brought the master, (Captain Withycombe,) his officers and crew here to be landed.

There is no doubt as to the Georgia being a good and lawful prize, but it seems that some more positive evidence than we now have, to identify her as the Japan, is necessary, and I have written to Mr. Adams for information as to how that evidence is to be obtained.

Trusting that what I have done in this matter will meet your approval,

I am, respectfully, your obedient servant,

THO'S T. CRAVEN,
Commodore U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF THE REBEL STEAMER FLORIDA.

[Telegram from Captain Winslow.]

BOSTON, *November 7, 1864.*

SIR: I have the honor to report the arrival of the Kearsarge off Scituate from the Rocas. Left the Wachusett and Florida at St. Thomas. The Florida was captured at the harbor of Bahia by the Wachusett, October 7. We bring sixteen prisoners and one officer from the Florida.

JNO. A. WINSLOW, *Captain.*

HON. GIDEON WELLES,
Secretary of the Navy.

Report of the Captain of the Wachusett.

ST. THOMAS, WEST INDIA ISLANDS,
October 31, 1864, via Boston, November 7.

SIR: I have the honor to report the arrival here of this ship, with the rebel steamer Florida in company. The Florida, with fifty-eight men and twelve officers, was captured about 3 o'clock on the morning of the 7th October, instant, in the bay of San Salvador, Brazil, by the officers and crew of this vessel, without loss of life.

Five of her officers, including her commander and the remainder of her crew, were on shore.

The Florida had her mizzenmast and main yard carried away, and her bulwarks cut down. This vessel sustained no injury.

A detailed report will be handed to you by Paymaster W. W. Williams.

Very respectfully, your obedient servant,

N. COLLINS,
Commander U. S. Steam-Sloop Wachusett.

HON. GIDEON WELLES,
Secretary of the Navy.

TREATMENT IN REBEL PRISONS.

Letter from Lieutenant Commander Pendergrast relative to ill treatment of prisoners at Charleston, South Carolina.

WASHINGTON, D. C., *October 24, 1864.*

SIR: I have the honor to enclose a copy of a letter which I deemed it proper, on account of the ill treatment we received while prisoners of war in Charleston jail-yard, to address to the rebel authorities at that place, to which I received no answer.

Very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant Commander, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CHARLESTON JAIL, *August 8, 1864.*

SIR: In behalf of the naval officers confined in this place, and in respect to the government which we have the honor to represent, I bring to your notice the following statement, viz: That we surrendered to the confederate forces as prisoners of war, and that we have always expected to be treated as such. This treatment has not been accorded us in any of the many prisons in which we have been confined, and we are at this moment occupying a prison designed for the safe-keeping of criminals and felons, a part of whom are let loose upon us every day. For the last two days rations of such a kind have been issued to us which are better calculated to incur starvation than support life; and even if the ration of your government had been issued to us, the want of proper utensils would have rendered it impossible to have eaten them.

The dirt and piles of filth which surround us on all sides in such a confined place, without any system of police, and with only the scanty shelter afforded us after being exposed to rain and the almost tropical rays of the sun for 50 hours even before this slight shelter was given us, will necessarily generate disease, and soon commence the work which the conduct of your government evidently indicates and secretly desires, but are restrained from doing by the fact that such an act must sooner or later become public to the world. The taking by force of our clothing and money by your government officials whilst prisoners in their custody has become so common as to leave us to expect nothing else at their hands.

I hope I need not say to you that I have approached this subject with feelings of great delicacy and regret, believing that the fine sense of gallantry and honor which the confederate soldier has appropriated to himself alone would be a sufficient safeguard to the unfortunate prisoner of war in his hands. Such, however, has not been the case, and as yet, I regret to say, we have met with the treatment which would more readily become that of a barbarous people than one who is now desirous of emulating the greatness of the most civilized nations. The confinement of 600 officers in such a place as we now occupy, with such shelter and food as indicated above, is not only cruel and opposed to the instinct of a civilized people, but may well be characterized as inhuman and brutal in the

extreme; and although we have been treated in the manner set forth, yet we cannot believe that your government has lost all of its feelings of self-respect so much as to indulge in the persecution of prisoners of war.

I need not remind you that the officers and crew of the Atlanta and others of your navy who have been unfortunate enough to fall into our hands have met with far different treatment than we have experienced at the hands of the Confederate States officers.

Hoping this communication will meet your early consideration, and induce you to remove us from the vile association connected with this building,

I am, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,

Lieutenant Commander, United States Navy.

Major General SAM. JONES,

Com'dg Department of Ga., S. C. and Fla., Charleston, S. C.

Statement of Lieutenant S. W. Preston relative to treatment of colored seamen.

NEW YORK, November 21, 1864.

SIR: In reply to the department's inquiry respecting the colored seamen captured on board the Isaac Smith, I have to state that when I was confined in Charleston jail, in September, 1863, they were imprisoned there and employed as scullions about the jail.

I have no later positive information about them, but believe they are still confined there, and subjected to similar treatment.

I have the honor to be your obedient servant,

S. W. PRESTON,

Lieutenant, United States Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

Acting Ensign George M. Smith reports that four men attached to the Aries died at Andersonville, Georgia, from an insufficiency of food.

BROOKLYN, N. Y., October 24, 1864.

SIR: I have the honor to report that on the 7th of January, 1864, while attached to the United States steamer Aries, I was ordered by Acting Volunteer Lieutenant E. F. Devens commanding, to board the blockade runner Virginia Dare, she having been chased ashore on North island, South Carolina, by the United States steamers Aries and Montgomery, and endeavor to get her afloat; in case I failed in so doing, to destroy her.

I boarded her in obedience to the above orders, and finding it impossible to get her afloat, set her on fire. During the time I was engaged in getting the steamer afloat, the sea and wind had increased to such an extent that, in shoving off from the steamer, my boat was struck by a heavy sea, filled, and swamped from under us, injuring myself and a number of my crew. We succeeded in gaining the beach, and endeavored to launch our boat, which was cast ashore by the surf, but owing to the exhausted condition of the men the attempt failed.

A boat from the United States steamer Montgomery, in charge of Acting Master and Executive Officer George H. Pendleton, came to our assistance, and succeeded in rescuing three officers and five men, the remainder, including Mr.

J. E. Parkman, captain's clerk, and myself, being too weak to swim to the boat. After placing the above officers and men in another boat, Mr. Pendleton again came to our assistance; but while endeavoring to get his boat as near to the beach as possible, it was struck by a sea, capsized, and thrown upon the beach. While endeavoring to launch the Montgomery's boat, the enemy's cavalry appeared from an adjacent woods, in which they had been watching our movements, unseen by us, and demanded our surrender. A consultation was held by the officers, and taking into consideration the condition of our men and arms, surrendered to Major White, commanding battalion of 21st Georgia cavalry, and were taken to their camp, from thence sent to Charleston, South Carolina, remaining there for a period of seven (7) months, since which time we were confined in different parts of the so-called confederacy.

I am happy to say that Mr. Pendleton did all in his power to save us, and succeeded in a measure, but, unfortunately, in his desire to rescue all, was himself captured.

I am very much grieved to inform you that four of the seven men captured with me, and belonging to the United States steamer *Aries*, died at Andersonville, Georgia, and, from the testimony of those who were fortunate enough to leave that place alive, I am confident that they died from an insufficiency of food.

I have written to the honorable S. J. W. Tabor, informing him of their names and the residence of their families, as far as I know.

I was paroled, together with a number of United States naval officers, the 3d of October, 1864, and sent through the lines the 17th instant, and ordered by the honorable G. V. Fox, Assistant Secretary of United States Navy, to report by letter.

I remain, very respectfully, your obedient servant,

GEO. M. SMITH,

Acting Ensign U. S. N.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of Acting Master Edward L. Haines, and his treatment by the rebels.

PHILADELPHIA, October 29, 1864.

SIR: I have the honor to report that on the 5th of August, 1863, the United States steam-sloop *Powhatan*, Lieutenant Commander E. P. Williams commanding, left her station off Charleston, South Carolina, and proceeded to Port Royal, South Carolina, leaving me with the fleet, in charge of her first launch and a crew of twenty-four men, armed with small arms, the launch having a 12-pounder howitzer. I was assisted by Master's Mate Charles Howland, of same ship. My orders were to proceed on board of United States steamer *Canandaigua* and remain until dark, then to take my station inside the bar as a picket boat. At 5 o'clock p. m. I left the *Canandaigua* and was taken in tow by United States steam-tug *Rescue*, as was also one of the launches of United States steamer *Housatonic*. We went alongside of United States steamer *Wabash* and took in tow her first and second launches, they being armed similar to my own launch. The *Wabash's* launches were commanded by an acting master's mate, and he remained in her second launch. I, being senior officer, took command of the *Wabash's* first launch, leaving Acting Master's Mate Howland in command of the *Powhatan's* launch.

Before taking my station, I reported to Rear-Admiral J. H. Dahlgren; he ordered me to report to the officer commanding the United States monitor *Cat-skill*—she being the guard-ship for that night. The admiral informed me that

two or three of the enemy's steamers were in the habit of coming down to Cummings's Point every night, and if they came within range, to fire upon and sink them if possible, and that Ensign B. F. Porter would be out in a small boat, and to be careful not to fire at him.

On reporting to the commander of United States steamer Catskill, (monitor,) he ordered me to pull a short distance above her, towards Fort Sumter, and anchor the launches under my command in line and in sight of each other, and signalize by firing and displaying lights, in any danger that might occur. I took the lead of the line towards the fort as my station. About 11 o'clock p. m. Ensign Porter came alongside and reported "that a steamer had come down to Cummings's Point" and was now lying close in, and that he thought "she was a blockade runner." Leaving me, he pulled for the Catskill. I immediately got my anchor and let my launch drop up towards Cummings's Point, in order to get a view of the reported steamer. Soon after getting under way, I made out a steamer standing down the channel close to Morris island. I immediately opened fire on her from my howitzer, and made signals, as agreed upon, to the fleet, at the same time pulled my boat towards shoal water, to avoid colliding with her. Finding I could not escape, I determined to board and try to take her, at the same time expecting answers from the other launches or Catskill, they being in sight. I succeeded in boarding her, under a heavy fire of musketry. After a short resistance we were compelled, by the superior numbers of the enemy, to surrender. She proved to be the Confederate States steamer Juno, manned by a crew of fifty men, and protected outside and in by cotton bales. She also had a torpedo projecting from her bow, for the purpose of blowing up any vessel she might strike. She immediately returned to Charleston harbor, with my launch in tow, much injured from the collision, and transferred us to Confederate States iron-clad Chicora, Captain Tucker commanding. On the following afternoon we were sent to Charleston jail, where I found two of my boat's crew who were knocked overboard from the Juno, and swam to Sullivan's island, where they were taken prisoners. In Charleston jail we were confined with criminals of the worst kind, and remained for twenty-four hours without food or water. When rations were issued to us, they consisted of half a pound of beef and one quart of unsifted corn meal, without salt, per day. On the 10th of August, 1863, from Charleston we were sent to Columbia, South Carolina, (excepting seaman Amos A. Kaunne, who was retained in Charleston by the confederate authorities.) In Columbia we were confined in a common jail, our rations were half a pound of beef, one quart of unsifted corn meal, and about half an ounce of salt per day. On the 15th of August we were sent to Richmond; my men were confined on Belle island, near Richmond, Virginia, and I was sent to Libby prison. (The man Kaunne arrived in Richmond, Virginia, about the 15th of September, 1863.) About the 30th of September, I learned that my men were all exchanged, excepting seaman E. R. Clark, who died while a prisoner on Belle island, near Richmond, Virginia. During my confinement in Libby prison, for forty-seven days, we were issued nothing but a half pound of corn-bread, and about half a gill of cow peas per day, and when meat was issued it was not more than four ounces per day.

On the 7th of May, 1864, I was sent to Macon, Georgia, where we were confined in an open stockade, without shelter, until we built sheds ourselves, after several applications for the materials. Our ration in Macon was one pint of unsifted corn meal, four ounces of bacon of worst kind, half a gill of cow peas, one table-spoonful of rice, and the same of salt, per day. On the 28th of July I was sent from Macon to Charleston, South Carolina, with first 600 officers, for the purpose of placing us under fire; on arriving in Charleston we were confined in the jail yard; part of the officers were without shelter of any kind; from the jail yard we were sent to a dirty, filthy workhouse, infested with all manner of vermin, and the only means whereby we could escape these torments

was to give our parole, which resulted in a change of quarters to the Roper hospital, a very comfortable building. Our rations in Charleston were four ounces of meat, some days bacon and others beef, and some days would issue one ounce of lard in lieu of meat, half a pound of corn meal, half a gill of rice, one table-spoonful of salt per day, also half a pint of molasses per week. On the 30th of September, 1864, was sent from Charleston to Richmond for the purpose of exchange. While confined in Richmond for the purpose of exchange, our rations were about four ounces of meat, half a pint of cow peas soup, and half a pound of corn-bread per day. On the 18th of October, 1864, was sent from Richmond, by flag of truce, to Annapolis.

During all of my imprisonment I have been treated more like a criminal than a prisoner of war.

The following is a list of the men captured with me : Charles Feliz, cockswain ; Henry Hockslan, ordinary seaman ; Alexander Manning, seaman ; Latham A. Bailey, ordinary seaman ; Robert Armstrong, seaman ; Charles Saulsbury, landsman ; John Kolcbue, seaman ; Amos A. Kaunne, landsman ; John Hammon, seaman ; Edward R. Clark, seaman ; George Boardois, seaman ; and one man whose name I have forgotten, having lost the list during my imprisonment.

I am happy to report that I was promptly obeyed and bravely supported by all of my crew.

I have the honor to be your most obedient servant,

EDWARD L. HAINES,

Acting Master U. S. N.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Statement of Acting Master's Mate Thomas Brown, relative to rebel treatment.

PHILADELPHIA, October 31, 1864.

SIR: In obedience to your orders, I make the following statement of my capture, treatment as a prisoner, and release from the Confederate States, viz:

On the 23d of August, 1863, I was captured on the United States steamer *Reliance*, transferred to Richmond, and placed in Libby prison in confinement. Ration then issued to us was about twelve ounces of bread and five ounces of beef a day ; shelter was pretty fair, but clothing very scarce. About the month of January there was scarcely any meat issued, and the bread was changed into corn-bread. On the 7th of May, 1864, we were transferred to Danville, Virginia, and stopped there three days, when we were taken to Macon, Georgia. On the 15th of May arrived in Macon, and were placed in a stockade of about three acres of ground. There were two old houses, but not large enough to shelter one-half of us. I slept on the bare ground for about two weeks. About the 1st of June there was a number of pine boards furnished, and we made shelter for ourselves. Rations, one pound of corn meal a day, four ounces bacon, one ounce rice, one ounce beans. In the month of August left Macon for Savannah, Georgia, and were placed in a stockade. Rations, one pound of beef a day, corn meal and rice as much as I could use, though the water was very bad. September 13, 1864, all prisoners of war in Savannah were sent to Charleston, South Carolina, and placed in the jail yard ; some of us were furnished with tents, others not ; rations about one-half pound corn meal, one-quarter pound of flour and meal, bacon very little. The treatment was very hard in Charleston. On October 5, 1864, transferred to Columbia, South Carolina. Rations, corn meal, rice and molasses ; no shelter.

The above is written from memory, and is as near the true history of our treatment as it is possible for me to furnish, never having kept any record or memorandum of our residence among the rebels. God knows I shall never forget it.

I have the honor to be, sir, very respectfully, your obedient servant,

THOMAS BROWN,

Acting Master's Mate, U. S. N., No. 606 South Front street.

Hon. GIDEON WELLES,
Secretary of the Navy.

Statement of Acting Third Assistant Engineer Samuel B. Ellis, relative to rebel treatment.

WASHINGTON, D. C., November 1, 1864.

SIR: In obedience to your order of October 28, I beg leave to submit the following report of my treatment whilst a prisoner of war.

Owing to sickness during my imprisonment, I kept no memoranda, and therefore shall have to trust to my memory for the following statement:

I was captured February 2, 1864, off Newbern, North Carolina, and marched to Kingston, a distance of forty miles, and thence was conveyed by rail to Richmond, *via* Goldsboro', Weldon, and Petersburg. Our guard from Newbern to Kingston consisted of cavalry, and during the march we were allowed occasionally to ride a short distance, while the guard, who were tired of riding, walked.

The rations consisted of corn-bread and bacon; of this I had no cause of complaint.

On arriving at Richmond we were taken to Libby prison, and kept there three and a half ($3\frac{1}{2}$) months. The rations during this time were very poor, and consisted of a piece of corn-bread about (3) three inches square once a day, one half ($\frac{1}{2}$) gill of peas and rice, alternately every other day, and fresh meat four times a week. The ration of meat was withdrawn for six (6) weeks, on account of the most of the officers receiving provisions from the north, and it actually became necessary for myself and others, who received no boxes, to beg food from our more fortunate comrades, to sustain life. Complaint having been made to the rebel secretary of war, two rations of corn-bread were served out to us during the remainder of our confinement, but the meat ration was still withheld. The quality of the meat was very poor. In some instances the prisoners refused to eat it, owing to its character. The peas were full of worms and unfit to eat, but hunger compelled us to eat them.

The rice was of tolerable good quality. Cabbage and potatoes were served out three or four times during my stay in this prison, and this is the only place that I received vegetables during my imprisonment; the other rations, with the exception of corn-bread, was withheld these days. The money sent us at Richmond by our friends from the north was withheld until we returned to Richmond for exchange, and therefore was of little benefit. Libby prison afforded us good shelter overhead; the windows, however, had no sash and were entirely open, with the exception of iron bars. No one was allowed to look out of the windows under penalty of being shot. One person was killed by the guard while sitting at least six feet from the window reading. Two others were slightly wounded in the head while looking out of the window.

About the middle of May all prisoners at Libby prison, about nine hundred, (900,) were removed to Danville. We left Richmond so suddenly that, by order of the rebel officer in charge of us, we were compelled to leave our blankets,

&c., behind, which was a great source of inconvenience. We remained at Danville two weeks. During this time our rations consisted of corn-bread, bacon, and rice soup twice a day. The shelter here was good.

From Danville we were sent to Macon, Georgia. During this transportation I suffered a great deal for food and water, no rations being issued to us for two days. I also suffered much from sickness, which I had contracted at Libby prison, and was crowded into a box-car containing sixty-five (65) persons.

We arrived at Macon about the last of May. Here I was placed under medical treatment in a building for three or four days, and at the end of this time, although I was still sick, I was turned out into a pen, containing about four or five acres of ground, in which there were about one thousand officers confined. The building was used partly as a hospital and partly as quarters for our army officers of rank—senior to captain. It was situated in the centre of the pen, and was formerly used as a fair building. In this pen there was no shelter at all, and I was compelled to dig a hole under the house and burrow myself for protection from the rain and intolerable rays of the sun. In this situation I remained, until driven out by the rain, when I again took refuge in the building and determined at all hazards not to leave it until some shelter was erected. About the middle of July lumber was furnished the prisoners, and they built quarters for themselves in the pen. The rations here consisted of bacon, (about half an ounce per day,) corn meal, which we had to cook ourselves, peas, rice, molasses, salt, and vinegar; all of these articles, however, were not furnished regularly. Neither fresh meat nor vegetables were to be had at Macon, and, as a consequence, I suffered very much with the scurvy. I was completely covered with sores, and some still remain on my person. I was sent to the hospital, but as my rations there were the same as when in the pen, I continued to grow worse and became weaker until removed to Charleston. My general treatment at Macon was worse than at any other place; medicines were very scarce, and not served out regularly to the patients.

On my arrival at Charleston, about the middle of August, I was sent to the "Prisoners' Hospital." The treatment here was much better than at Macon. Vegetable soup was issued to the patients every day. Being under good care, and allowed to receive money from my brother, in the fleet off Charleston, I gradually got better. We were also allowed to purchase any necessaries of life from the sutler attached to the prison. While in Charleston I was confined in the workhouse and in tents in the jail yard. Rations were issued for ten days, and consisted of fresh meat six days, bacon three days, lard one day, flour five days, meal five days, peas, rice, grist, salt, vinegar, and molasses. These rations, however, were gradually reduced until they amounted to less than half of the original quantity. The quality was much better than I received anywhere else. The "Workhouse prison" and "jail yard" were both under fire of our guns on Morris island. The projectiles sometimes could be heard passing close to the prisons, but fortunately none struck them, though pieces of shell have fallen on the buildings and in the yards.

On the 1st of October I left Charleston with other naval prisoners, and arrived in Richmond on the night of the 4th. On the 5th I was paroled and sent to Libby prison, and remained there until the 18th, when I was sent to Varina for exchange. On the same day I was transferred to the flag-of-truce steamer City of New York, and arrived at Annapolis October 20, 1864.

My general treatment during the time I was a prisoner was such as a convict might expect to receive in a felon's cell. I would state that I have not had a knife or fork in my hand, nor have I slept on a bed, for nine consecutive months; and when suffering with scurvy was treated with as little consideration as if I had been robust and healthy. I would also state that the sores on my

legs are still unhealed, and will require probably a few weeks to recruit, when I respectfully ask to be sent to a duty where I may be useful to my country.

I am, very respectfully, your obedient servant,

SAMUEL B. ELLIS,

Acting Third Assistant Engineer, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy.

Statement of fifteen petty officers and seamen concerning their treatment in rebel prisons.

NAVY YARD, WASHINGTON,

Commandant's Office, November 1, 1864.

SIR: I forward herewith the general statement of the returned petty officers and seamen who have been imprisoned in the south, of the manner in which they were treated whilst prisoners, as ordered by your letter of the 28th ultimo.

One enclosure.

I have the honor to be, with great respect, your obedient servant,

J. B. MONTGOMERY,

Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy.

Statement of fifteen petty officers and seamen—paroled men—who were captured at Fort Sumter, September 9, 1863, in the night attack.

UNITED STATES NAVY YARD,

Washington, October 31, 1864.

After our capture we were put in the Charleston city prison, where we remained four days, our food while there was one table-spoonful of mush each day, and at night we had nothing to lie on. From Charleston we were sent to Columbus, S. C.; during our journey we received nothing to eat, and here we were placed in the city barracks, wooden sheds. We were kept here two months; our treatment was tolerably good, plenty to eat; our food was corn meal, rice and beef. After we left Columbia we were sent to Pemberton prison, Richmond. Here we received a ration of one-half loaf of corn-bread (one-half pound weight) and three ounces fresh meat; we were here from the 17th of November, 1863, until the 22d of February, 1864. We were then sent to Andersonville, Georgia, seventy-five or eighty being placed in each cattle car, some of us were in open cars; and the weather was very cold during the time; when we arrived there we were placed in the stockade or cattle pen, with a fence eighteen feet high; we were here without any covering. The stockade comprised about sixteen acres, nearly one-half of which was a swamp; we had to use the swamp water for drink. Our ration was one pint corn meal and one-third of a pound of meat each day. We had no means of cooking our food, most of the time; when we had no other means we would make a kind of gruel with the meal and eat our meat raw. On the inside of the stockade we had what was called a dead line, twenty feet wide, and we were shot at if we offered to pass said line. In the month of August there was from one hundred to one hundred and fifty that died daily. We remained here about seven months, at the end of which time part of us were sent to Savannah and part to Richmond

again. In Savannah we were again placed in an open pen; our rations here were the same as at Andersonville with the addition of two spoonfuls of molasses.

The Richmond party were nine days on the road, and had but one ration to eat during the whole of the time. We were placed in the Libby prison. There were about one hundred and twenty-six of us together. On the road to Richmond two or three died from starvation. From Richmond we were sent down the river to be exchanged.

We forgot to mention about the dead, when in the stockade at Andersonville, during the latter part of our stay; when a man would die we would bury him just where he fell. Stripped of all clothing, without coffins, boxes or anything, sometimes hundreds were placed in the same ditch.

We were chained and made to drag heavy balls, sometimes for two or three weeks at a time, for the slightest offences, and if we attempted to desert were hunted with blood-hounds; some of our men were brought back, torn in pieces by these hounds.

ALEXANDER CLARK,
Carpenter's Mate.
WILLIAM SIMMS,
Boatswain's Mate.
CHARLES HILYARD,
Boatswain's Mate.
WILLIAM WARREN,
Captain of Top.
F. SEEDSMAN,
Quarter-gunner.
DAMON SHULTZ,
Cockswain.
JOHN BROWN, *Cockswain.*
JAMES MONROE,
Cockswain.
THOMAS SIMPSON,
Seaman.
N. K. SYDAM, *Seaman.*
WILLIAM MACK, *Seaman.*
JOHN GREEN, *Seaman.*
ERNEST BALLHEINER,
Seaman.
JAMES BLAKE, *Seaman.*
FRANCIS GARLIN,
Seaman.

Statement of twelve petty officers and seamen who were captured on the United States steamer Water Witch on the 3d of June, 1864.

We were sent to Andersonville, Georgia, and placed in the stockades; we were four days on the road; our ration was two rice biscuits and about a quarter pound of meat for the whole trip. We were in irons, a white man and a black man chained together. When we were marched through the cities we were hissed and cursed at with cries of "Kill the damn negroes," &c.

The stockade comprised fifteen acres or more, which was about one-half swamp; we were made to drink this swamp water. Our ration was about one pint of corn meal, with about two or three ounces of pork. We were the most of the time in the new stockade, and managed to get a little wood occasionally to cook our rations with. We had a dead line on the inside of the pen, and the

order was to shoot all prisoners who passed said line. We have known instances where parties would go inside the line and beg the guard to shoot them. When a Yankee was shot by the guard, the said guard was granted twenty day's leave of absence. We came through from this prison to Richmond, where we were exchanged.

WILLIAM FENNAR,
Master-at-arms.
 FRANCIS JOHNSON,
Boatswain's Mate.
 JOHN PARKER,
Gunner's Mate.
 WILLIAM PRICE,
Sailing-master's Mate.
 HENRY HILL,
Quartermaster.
 JOHN HARRIS
Quarter-gunner.
 HENRY THORNTON,
Captain of Forecastle.
 JOSEPH MASON,
Captain of After Guard.
 JOHN WILLIAMS,
Captain of After Guard.
 JARVIS HAZELTON,
Cockswain.
 CHARLES FARMER,
Wardroom Steward.
 JAMES MURRAY,
Seaman.

Statement of one man from the United States steamer Southfield, captured at Plymouth, North Carolina, April 20, 1864.

Fully corroborates all that has been stated in the foregoing testimony as to the treatment received by him.

WILLIAM ELLINGSWORTH, *Ordinary Seaman.*

Three men from the Columbine, captured on St. Joseph's river, also corroborate the foregoing.

JOHN SMITH, *Quartermaster.*
 PATRICK KELLY, *Coal-hearer.*
 N. TIERNAY, *Second-class Fireman.*

One man from the gunboat Little Rebel, captured at the mouth of Red river, May 11, 1864.

He was sent first to Mobile, Alabama, and from thence to Andersonville, Georgia, and placed in the pens. Treatment the same as in the foregoing testimony. This man had to walk barefooted from Mobile to Andersonville; some days he walked thirty-five miles.

CHARLES GORDON, *Quartermaster.*

Another batch of men from different vessels, captured at various times, were examined, whose testimony was all about the same as the foregoing.

It would fill a large volume if we should mention all the hardships and privations these men had to undergo. Speaking of obtaining fuel, the most of the time it was bought by taking out a dead man. For every man that was carried out the rebels would give one stick of wood. By these means fuel was mostly obtained to do what little cooking there was done.

Very respectfully, your obedient servant,

C. V. MORRIS,
Master and Executive Officer.

SAMUEL CROSS,
Chief Clerk of Yard.

Commodore JOHN B. MONTGOMERY, *Commandant.*

Acting Engineer J. P. Cooper's treatment in rebel prisons.

MOORESTOWN, BURLINGTON CO., N. J.,
November 2, 1864.

SIR: Your letter of October 28 is received.

I was confined first in the barracks at Savannah, in the cells. The rations consisted of two small pieces of corn-bread a day. From there I was taken to Macon, and confined in the stockade, without shelter, for two weeks. The rations consisted of three pints of Indian meal, one-half pound bacon, one-half pint beans, four table-spoonsful of rice, two table-spoonsful of salt, one-half pint molasses every four days. From there I was taken to Savannah stockade. There we were furnished with a tent for every six officers. Rations consisted of meal, rice, fresh meat, and salt in abundance.

We left Savannah, September 13, for Charleston, and was confined in the city prison yard seventeen days, without shelter. Rations consisted of one pint flour, four pints meal, one-half pint molasses, two pints rice, for ten days, a small piece of meat each day. They never gave us anything to cook our bread or meat in during our confinement in Charleston. From there we were sent to Richmond, a journey of four days, and was furnished with one ration. In Libby prison we were furnished a small piece of corn-bread and meat for breakfast, and the same amount of bread for supper, with one-half pint bean soup; no meat. I was sick in Libby with chills, from exposure. I had no blanket, the prison being open; no windows being to the prison, and no fires. The doctor prescribed for me several days, but never furnished me with any medicine, saying that he had not time to send any medicine up to me. So I came home with the chills and fever for the want of medicine.

Your obedient servant,

J. P. COOPER,
Acting Engineer, U. S. N.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Treatment of Third Assistant Engineer George A. Dean.

FREDERICK CITY, MD., November 3, 1864.

SIR: Your order of the 29th ultimo has just been handed me, and I would respectfully make the following statement:

My treatment during my imprisonment was varied, having been confined at a

number of places. I was allowed to remain at Plymouth twenty-eight days after my capture, having received a severe shell wound through the foot, as also a flesh wound on the hip. About the first thing they did was to appropriate my trunk and its contents to their own use, leaving me what I had on my back. The shelter was comfortable. My wounds were attended to by our army surgeons and stewards. My rations were corn-bread and bacon, of very small amount and inferior quality, scarcely enough to keep the soul and body together. On the 19th of May I arrived in Raleigh, where I received good shelter, but rations very short. On the 28th I was sent to Salisbury, N. C. There I received good shelter, but only one pound flour, one-fourth pound bacon, per day's ration, with the privilege of purchasing. On the 6th of August I was started for Macon, Ga., arriving on the 10th. My rations on the voyage were very short. At Columbia I received a few mouldy crackers, made of wheat and pea flour, and raw bacon. The shelter was shedding, constructed by the hands of our officers. The rations were meal of the roughest kind, with bacon, beans, and salt, all of small amount. I was sent from Macon on the 13th, arriving in Charleston on the 14th. There I was quartered in the jail yard, having as a shelter the ordinary small wedge tent, which was capsized several times by rain-storms, subjecting us to drenching rains. My rations were one-half flour and meal, rice, beef, salt, peas, and grits. As at other places, they were of small amount. On one occasion, they issued nothing but rice for six days. On the 30th September we were started for Richmond, arriving on the evening of 3d of October, receiving one day's rations in all that time, and that composed of mouldy crackers and raw bacon, received at Columbia, South Carolina. At Richmond, I was confined in Libby prison. At nine a. m. they would issue a small piece of corn-bread and a piece of beef to correspond. At three p. m. a like piece of bread and two-thirds pint wormey pea soup was issued. I was treated, generally, with respect by their soldiers. In conclusion, I would state that I do not think I could have existed without private means.

I am, very respectfully, your obedient servant,

GEORGE A. DEAN,
Third Assistant Engineer, U. S. N.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Treatment of Acting Ensign Robert M. Clark in southern prisons.

MIDDLETOWN, CONNECTICUT, November 4, 1864.

SIR: I have the honor to furnish the following statement of my treatment while incarcerated in southern prisons:

On the 8th of October, 1863, while on duty ashore at Pensacola, Florida, I was captured by General Clanton, Confederate States army, and was made to march about sixty miles to Pollard, Alabama. While in charge of General Clanton my treatment was very kind. My rations the same as the soldiers.

On the 12th of October I was put on the cars, under a strong guard, for Mobile. While on my way there a number of officers of the Confederate States army threatened to hang me, and the man (colored) captured with me, they supposing me to belong to a colored regiment. Arriving in Mobile, I was thrust in the provost prison for safe-keeping, the inmates consisted of deserters from our army, conscripts, thieves, burglars, &c. I was obliged to sleep on the floor without any covering. Our rations consisted of three-fourths of a pound of corn-bread, and one-half pound of meat per day.

On the 20th I was started for Atlanta, Georgia, arriving there on the 22d,

and put in a common stockade, without shelter of any kind. The rations were the same as at Mobile.

On the 26th I was sent to Richmond, in company with two hundred United States soldiers. While on my way there I was without food for two days, and crowded into freight and cattle cars, some of the time there was not room to sit down.

On the 29th I arrived at Richmond, and was sent to Libby prison; the treatment there was of the worst kind, the officials of the prison doing all they could to make us miserable. Our rations were of the poorest kind, and scarcely sufficient to sustain life. Some of the time we had about two ounces of meat, eight ounces of corn-bread, and a small spoonful of rice per day, and very often nothing but the eight ounces of corn-bread. There were no blankets or covering furnished us by the rebels. Most of the windows were without glass, and the prison was very cold. We were obliged to cook our rations of meat and rice when we could get wood, the supply of which was very short; if we approached the windows to look out, we were liable to be shot by the guard stationed around the prison.

On the 7th of May, 1864, I was sent, in company with the officers confined in Libby prison, to Danville, Virginia, arriving there on the 9th. Our rations there consisted of corn-bread, meat, and rice in sufficient quantity. We were crowded into a small building. I had the curiosity to measure the room where two hundred and twenty-one of our officers were confined, which was seventy-two feet long, and thirty-eight feet wide.

On the 9th we were sent to Macon, Georgia, and put in a stockade without shelter, with the exception of two small buildings. After remaining without shelter for a few days, the rebels furnished us with materials to build barracks, which were only roofed; the space allotted to each officer was two feet wide and six long. Our rations there were of the poorest kind; they issued us five days' rations at a time; it consisted of seven pints of corn meal, one pound of bacon, one-half pint of molasses, beans and rice.

About the 2d of August, 1864, I was sent to Charleston, South Carolina, and confined in the jail yard, and without any shelter from the heat and storms. Our rations were very small—some days we would have only a half pint of cracked rice, other days a small piece of bacon. After remaining in the jail yard for seventeen days, I was removed to Roper's hospital, which afforded us shelter. All the time I was confined in Charleston I was under fire from our batteries on Morris island.

On the 30th of September I was sent to Richmond, and arrived inside our lines on the 18th of October, 1864.

Very respectfully, your obedient servant,

ROBERT M. CLARK,
Acting Ensign, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Treatment of Acting Master's Mate Wm. B. Spencer.

SOUTH READING, MASSACHUSETTS,
November 14, 1864.

SIR: In obedience to an order from the Navy Department, dated October 29, (only received this day,) to furnish the department with a statement of my treatment while prisoner of war, also as regards shelter and food, I have the honor to report that from my capture to release—five months—I had favorable

treatment while in the enemy's hands, excepting in the short time I was at Richmond previous to exchange. While there I, as well as my companions, were far worse treated than in either Macon, Savannah, or Charleston. As regards food, at no time was a sufficient ration served out to me, and I was, with others, several times short of cooking utensils, especially after having been moved from one place to another. Shelter I was always provided with, excepting the first fortnight at Macon; after that time, materials were provided for us to erect sheds. At Savannah, all had tents; at Charleston, about three hundred, myself included, were forced to sleep in the open jail yard, exposed to the foulest smells day and night, and in daytime in a breeze were completely covered with sand. In Richmond I was confined in the Libby prison.

In conclusion, I would say that I believe as much food was given to us as the enemy could spare, and as much as was given to their own men; their treatment of me was favorable, on the whole; and that shelter was furnished when it could be had to give.

Hoping that this report may meet your approval, I remain, sir, very respectfully, your obedient servant,

WILLIAM B. SPENCER,
Acting Master's Mate, United States Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Treatment of Second Assistant Engineer Isaac Johnson.

BROOKLYN NAVY YARD,
November 17, 1864.

SIR: In conformity with your order of the 29th ultimo, I have the honor to transmit the following statement relative to the treatment I received while prisoner of war:

On my arrival in Richmond, Virginia, after being captured, I was lodged in Libby prison, and there confined for nine months, after which transferred to Macon, Georgia, and placed into stockade without shelter of any kind for two weeks; then we were furnished with lumber, out of which the prisoners built their own barracks, where we were kept for three months. From Macon we were taken to Savannah, and again placed into a stockade, and with a few exceptions all were supplied with tents. In this condition we remained six weeks. From there we were taken to Charleston, South Carolina, and confined in the prison yard, under guard, and without shelter of any kind for seventeen days; at this place we were paroled and returned to Richmond, Virginia, where we remained two weeks before we were allowed to pass through the lines. In regard to our treatment by the rebel officers, Savannah is the only place they extended the slightest degree of courtesy, and in fact the only place we were used anything like prisoners of war. At all other places they treated us in a most shameful and cowardly manner, especially in Richmond. I was one hundred and forty-five consecutive days without a ration of fresh meat, and forty-five without a meat ration of any kind.

The following is a table of the daily rations which they were supposed or pretended to issue, but we never at any time received it, and sometimes not half of it: At Richmond they pretended to issue daily, one-half pound corn-bread, one-half pound fresh beef, one-half pint bean soup; at Macon, one and a half pound corn-bread, one-fourth pound bacon, one-half ounce rice, three-tenths ounce salt, one ounce beans, one-half gill of molasses; at Savannah we did receive daily one and three-fourths pound corn meal, one pound fresh beef, one

ounce salt, one-fourth gill vinegar; at Charleston, one-half pound breadstuff, one-half pound fresh beef, one-fourth pound beans, one-half gill molasses, one-fourth ounce salt.

The above statement is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

ISAAC JOHNSON,

Acting Second Assistant Engineer, U. S. N.

Hon. GIDEON WELLES,

Secretary of the Navy.

Treatment of Acting Ensign George W. Smith.

BROOKLYN NAVY YARD,

November 19, 1864.

SIR: In obedience to your orders of the 28th of October, (they being just received,) I make the following statement:

Myself, including three officers and twenty-two men, were captured on the 7th of January last while on duty, partially stripped of our clothing and valuables, and marched five miles to their camp and placed in a deserted negro hut over night, without food or fire. The next day (8th) we were sent to Georgetown, S. C. There we received our first confederate rations, consisting of two hard biscuits. We remained there for two days, and then started on a march for Kingstree, S. C., distant forty-eight miles, arriving there on the 12th of January.

We then took the cars for Charleston, S. C., arriving there at 1 a. m. on the 13th of January. We were then placed in the jail designed for murderers and felons—said jail being under fire from our batteries on Morris island. There I was separated from my men, they being confined in a portion of the jail called the tower; myself and other officers were placed in a cell 20 by 15 feet, without blanket and necessary clothing. Our ration consisted of one-half pound of corn-mush and two ounces of bacon per day. We remained in that cell, without once leaving it, from January 13, 1864, up to May 16, 1864, and were occasionally visited by rebel officers and subjected to the most insulting language. Our men, though daily insulted, kept up their spirits, but starvation soon commenced its work, and the first victim from our party to their ruthless barbarity died the 16th of March.

On the 10th of May, 1864, we were removed to Macon, Ga., there parting with our men, they going to Andersonville, Ga.

We were placed in the stockade, an enclosure of four acres, in company with nine hundred army officers. We had no shelter from the weather; some few who had money were fortunate in getting a blanket, and with that constructed rude tents. In about three weeks, after constant importuning, they furnished each officer with ten feet of board, and with it we constructed sheds.

The ration claimed to have been issued, but never came up to the amount, was as follows, viz: Corn meal, one and one-eighth of a pound; bacon, one-fourth of a pound; rice, one-half of an ounce; salt, three-tenths of an ounce; soft soap, one-twentieth of an ounce; beans, one ounce; molasses, one-half of a gill, in lieu of meat.

We remained there up to the 29th of July, and myself, in company with six hundred officers, were removed to Charleston, and on the way seven of us naval officers made our escape from the cars, and after travelling for four days we were run down by bloodhounds within four miles of our lines at Hilton Head. We were taken to Charleston jail and confined in the yard without shelter, our ration for three days consisting of one tea-spoonful of lard and one ounce of rice.

On giving our parole of honor not to escape we were placed in a fine building called the Roper hospital, and received the same ration as at Macon.

On the 27th of September all the naval prisoners, including myself, were moved to Richmond, Va. On our way to that point I learned that all of our men, excepting five, had died at Andersonville, and that they died from starvation. We arrived in Richmond on the 4th of October, and were confined in the Libby prison—quite a large and clean building.

Our ration consisted of one-half pound of corn-bread, one-fourth pound of meat, and one-half pint of soup per diem. On the 7th of October, 1864, we were paroled and sent through the lines.

I have the honor to remain, very respectfully, your most obedient servant,

GEORGE W. SMITH,

Acting Ensign, U. S. N.

Hon. GIDEON WELLES,

Secretary of the Navy.

MISCELLANEOUS.

PLOT TO RELEASE REBEL PRISONERS ON JOHNSON'S ISLAND, &c.

UNITED STATES STEAMER MICHIGAN,
Off Johnson's Island, September 26, 1864.

SIR: I have the honor to report that at 12 o'clock on the night of the 18th September I received by telegram from Lieutenant Colonel Hill, commanding military post at Detroit, Michigan, information that a plot was about consummated to seize certain vessels on the lakes, capture this ship, and release the prisoners on Johnson's island. A second despatch, dated September 19, from the same source, informed me of the party being about to embark from different points from Canada by rail and boat to co-operate with ringleaders at Sandusky, Ohio.

I accordingly lost no time in sending Ensign James Hunter to arrest and bring on board a man by the name of Cole, who had been known in and about Sandusky for some weeks, and who on reaching the ship, by investigation, implicated one Robinson, whom I also caused to be arrested the same night; and doubtless by whose united action and previously arranged signals with the captured vessels, Phil. Parsons and Island Queen, (as they approached Sandusky,) the plot was to have been developed. The failure of the signals, by reason of these arrests, prevented the pirates from making their appearance during the night that I was anxiously expecting them, and at daylight I started in pursuit as far as the mouth of Detroit river, when I returned, cruising along the Canada shore, touching at Kelly's and Boss islands, receiving the passengers left there by the captured vessels. Daily developments here show a complicity with certain rebel commissioners in Canada. The Michigan came to her anchorage off Johnson's island the afternoon of the same day of her departure, and it is with pride and pleasure I call the attention of the department to the promptness and vigilance of the officers and men under my command.

I would inform the department that on the night following this raid, the 22d instant, this point was visited by a severe hurricane, sweeping in its violence the roofs off the long prison buildings, levelling picket-fences on each side of the prison yard, and felling over a hundred trees, yet inflicting no serious injury to any one.

This combined agency of Providence and man gave the prisoners the idea that their deliverers had come, and with fright, and this impression, they took to the openings occasioned by the falling fences, and confusion might have prevailed but for the promptness and vigilance of the forces here. This ship rode the gale with slight damage. I would here inform the department that there is at all times danger of getting aground on the bar obstructing the passage of this bay. I have turned the prisoners over, as directed, to Colonel Hill.

I have the honor to be, very respectfully, your obedient servant,

J. C. CARTER,

Commander, United States Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CAPTURE OF THE TOWN OF PLYMOUTH, N. C.

[Received too late for insertion in its proper place.]

*Report of Rear-Admiral D. D. Porter.*UNITED STATES FLAG-SHIP MALVERN, N. A. SQUADRON,
Hampton Roads, Va., November 11, 1864.

SIR: I have the honor to enclose you the report of Commander W. H. Macomb in relation to the capture of the batteries and town of Plymouth, North Carolina, which place, with all its defences, was captured from our land forces some time last spring.

This was a very gallant affair, and reflects great credit on the commander of the expedition and all concerned. It is a handsome finishing stroke, after the blowing up of the ram.

The fruits of this capture are twenty-two cannon, thirty-seven prisoners, two hundred stand of arms, and more being picked up daily.

The flags of the fort and of the Albemarle, and a large amount of ammunition, were also taken. * * * * *

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Report of Commander W. H. Macomb.*UNITED STATES STEAMER SHAMROCK,
Off Plymouth, N. C., November 1, 1864.

SIR: I have the honor to report that on the 31st ultimo I captured the enemy's batteries at Plymouth, North Carolina, and the ordnance and ordnance stores at that place, and some prisoners, besides a quantity of provisions. The following is a report of the action:

After the return of Lieutenant W. B. Cushing from his expedition to blow up the Albemarle at Plymouth, I determined on making an attack on the batteries defending that town. Accordingly, on the 29th ultimo, the vessels under my command at that time in Albemarle sound got under way at about 11.15 a. m., and proceeded up the Roanoke river in the following order: Commodore Hull, Shamrock, Chicopee, Otsego, Wyalusing, and Tacony, the Valley City being sent at the same time up the Middle river (which joined the Roanoke, above Plymouth) in order to cut off any vessels or supplies the rebels might attempt to carry out in that direction.

At about 12 o'clock m. we came within range of the lower batteries protecting the town, upon which we opened fire, which was returned. We continued to advance until within a mile of the works, when we discovered that the channel was obstructed at a point opposite the batteries by two schooners sunk, one on each side of the wreck of the Southfield, which together formed a barrier that could only have been passed with great danger, if at all. I therefore made signal to return, which was accordingly done, and the vessels ran out of the river at 2 p. m., with the exception of the Valley City, which vessel having heard the firing commence and cease, and concluding that we had won the day, ran down the Roanoke river to within a short distance of Plymouth, where she was fired on, and then returned, reaching the sound at about 10 p. m. On the morning of the 30th ultimo, having been informed that there was sufficient

water in the Middle river, I determined to blockade the enemy at Plymouth, by going up that river and gaining the Roanoke above the town, knowing that the rebels had no more vessels to sink in the channel, and therefore that I should have only the batteries to contend against, should I advance from that direction. I got under way in the Shamrock, following the tug Bazley, Acting Ensign M. D. Ames, commanding, having Alfred Everett, the pilot of the Wyalusing, on board, and followed by the Otsego, Wyalusing, Tacony, and Commodore Hull, in the order in which their names are mentioned. The Chicopee and Valley were not present, the former having been sent by me the night before to Newbern for repairs, and the latter being on her way to Hampton Roads, Va., with Lieutenant W. B. Cushing and his despatches; both having started before I had decided on ascending the Middle river. By the good piloting of Mr. Everett, the vessels got safely through into the Roanoke river, at about 4 o'clock p. m. I left the Commodore Hull in the Middle river, to prevent the enemy from laying torpedoes there. On our way through Middle river we fired, by compass courses, over the woods at Plymouth, at distances varying from 2,640 to 1,700 yards, and I have since learned that our fire at that time was very effective. It was late in the afternoon when we arrived in the Roanoke, on account of the extreme narrowness and short curves of the Middle river, but, to prevent the enemy from blockading the river, or putting torpedoes in the channel, I dropped to within short range of the 100-pounder Parrotts and shelled him for an hour or so. Early on the morning of the 31st ultimo, having determined on attacking the batteries, I sent a tug down the Middle river for the Commodore Hull and commenced preparations for the action.

At about 8 a. m. the Commodore Hull arrived, and I stationed her at the head of the line as before, on account of her ability to fire directly ahead. At about 9 a. m. the United States steamer Whitehead came up the Middle river, having on board stores for the vessels in Albemarle sound, from the naval depot at Newbern. As her 100-pounder Parrott had been taken out, I had her lashed alongside the Tacony, the tug Bazley being lashed to the Shamrock and the Belle to the Otsego (all on the port side) to keep the vessels in motion in case their engines should be damaged. We also had the steam blown off the starboard boilers of all the double-enders, the fires banked very low beneath them, and the stop-valve between the two boilers of each ship closed; so that there was no steam in the starboard boilers, but the water in them being warm, it could be got up in a short time.

At 9.30 a. m., the ships being in line, I signalled to the Commodore Hull to run down and reconnoitre, and ascertain if the channel was clear. She reported "all right," and I got under way, signalling the other vessels to follow in close order. The enemy opened on us as soon as we came in range, and kept up a constant and very heavy fire, directed principally at the Commodore Hull and the Shamrock. As I neared the batteries I gave the order, "Go ahead fast," and we were soon directly opposite the enemy's guns, when he was driven from the rifle-pits and field-pieces by grape and canister from the ships which, we poured in very heavily. The batteries still held out, though their fire began to be wild; but as the Shamrock passed them, one of her shells exploded in their magazine, which blew up with great force, some of the fragments falling on our decks. This evidently caused a panic among the rebels, for from that time their fire slackened, and at length ceased altogether.

I then made signal to cease firing and to land and take possession of the batteries, which was done without resistance. A party from this ship under Lieutenant Duer marched into the lower works, (we having by this time passed by the town and arrived opposite them,) took about a dozen prisoners, and spiked the guns to prevent the enemy from firing on the vessels, should they return to their batteries.

It gives me great gratification to have the honor to bring to the notice of the

department the gallant and intelligent conduct of all of the commanding officers engaged, viz : Lieutenant Commander H. N. T. Arnold, Otsego; Lieutenant Commander Earl English, Wyalusing; Lieutenant Commander W. T. Truxtun, Tacony; Acting Master Francis Josselyn, Commodore Hull; Acting Master James G. Green, tug Belle; Acting Master G. W. Barrett, Whitehead; and Acting Ensign Mark D. Ames, tug Bazley, who worked and fought their vessels admirably, preserving the order of battle under a very severe fire, and pouring into the rebel batteries and rifle-pits, and the town, a tremendous fire of all kinds of projectiles.

I think promotion would be but justice to these gallant officers, who certainly deserve the honorable notice of the government. I wish particularly to bring before the department the conduct of Acting Master Francis Josselyn, of the Commodore Hull, who worked his ship and battery to the admiration of all who saw him; and also Acting Master G. W. Barrett, of the Whitehead, whom I sent on board of the Commodore Hull to pilot us through the obstructions, on account of his knowledge of the river, and who acquitted himself in his usual fine style. These two deserve particular notice, from the fact that the Commodore Hull was the leading ship, and at her the first and heaviest fire of the enemy was directed. I would also respectfully recommend for promotion the pilots of the ships engaged, especially Mr. Alfred Everett. We captured thirty-seven prisoners, twenty-two cannon, and a large quantity of ammunition, (the exact amount I am unable to give at present,) nearly two hundred stand of arms, (more are being picked up all the time,) the ram Albemarle, sunk at the wharf, with everything on board, and the colors of the batteries and iron-clad. For the part which each vessel took in the fight I must refer you to the reports of the respective commanding officers, which I will forward as they are received. As commanding officer of the Shamrock, it becomes my duty to testify to the gallant behavior of the officers, crew, and marines of this vessel.

The engineers' department, under Second Assistant Engineer W. H. Harrison, was very efficient. The different divisions were worked remarkably well, and in the most spirited and effective manner, for which I am in a great measure, indebted to Lieutenant Duer, executive officer, and the officers of the different divisions. Acting Assistant Paymaster Louis Sands and H. A. Macomb, captain's clerk, were with me on the hurricane deck during the engagement, and rendered good service as aids, the latter acting as signal officer. I am much indebted to Colonel D. W. Wardrop, commanding sub-division of Albemarle, who, anticipating our requirements, arrived here with 160 men from Roanoke island to assist in garrisoning the works which we had captured.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,

Commander, Com'dg District of the Sounds, N. A. B. S.

Rear-Admiral D. D. PORTER,

Commanding N. A. Squadron.

ADDITIONAL REPORT OF THE CAPTURE OF PLYMOUTH.

Letter of Rear-Admiral D. D. Porter, transmitting reports of various officers.

UNITED STATES FLAG-SHIP MALVERN, U. S. A.,

Hampton Roads, November 14, 1864.

SIR: I have the honor to enclose herewith the reports of the commanding officers of the vessels engaged (showing the number of killed, &c.) in the fight

at Plymouth, North Carolina, which resulted in the capture of that place and its defences on the 31st of October, 1864.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander H. N. T. Arnold.

UNITED STATES STEAMER OTSEGO,

Off Plymouth, N. C., November 2, 1864.

SIR: I respectfully submit the following report of the part taken by this vessel in the capture of Plymouth from the 29th to the 31st instant, inclusive:

At 11 a. m. on the 29th instant got under way by signals, and took position in line of battle, and, following the Shamrock and Chicopee, proceeded up the Roanoke river towards Plymouth, to assist in the attack upon that place. About 11.30 a. m. the enemy's lower battery opened fire on the division, which we returned as well as the position of the leading vessels would permit, but with what effect I am unable to say.

Obstructions being discovered in the river, and torpedoes suspected, signal was made to retire, which I did, in company with the other vessels of the division, and anchored at the mouth of the Roanoke river about 2.15 a. m.

On Sunday, 30th instant, got under way by signal, in company with the other vessels of the division, and took position in line of battle, following the Shamrock up Middle river, to assist again in the attack upon Plymouth, and, on reaching a point about 2,600 yards distant from that place, commenced firing shot and shell, by cross-bearings over the land, into the town, but with what effect I cannot state, continuing it, as we ascended the river, at intervals until 3 p. m., when we ceased firing, and at 4.30 anchored in Roanoke river, about two miles distant from Plymouth. At 6.20 got under way, in company with the division, and took position about a mile and a quarter from Plymouth, and bombarded the town, continuing to do so, with no reply from the enemy, until 7.30, when, by your order, we fell back out of range of the enemy's guns, and anchored for the night.

On Monday, 31st instant, at 7 a. m., got under way, in company with the other vessels of the division, having the tug Belle lashed to our port quarter, and proceeded down the Roanoke river to the attack, and at 11.30 opened fire, at the distance of about a mile, on the enemy's works, which consisted of forts, rifle-pits, &c., and continued firing rapidly and effectively until 12.25 p. m., when, by signal, we ceased firing, the enemy having abandoned his works and retreated with the greatest precipitancy, after which we anchored off the town.

I am happy to say that this vessel and crew escaped uninjured, the enemy's projectiles either passing over us or falling short.

At the fourth discharge I lost the services of a 100-pounder rifle in consequence of the elevating screw bending, and of a 20-pounder rifle on account of the bed breaking. Another screw was substituted for the former, which was broken at the fifth discharge, thereby rendering the gun incapable of further service during the action.

I take great pleasure in testifying to the cool and gallant conduct displayed by the officers, sailors, and marines during the fight.

Acting Master T. J. Hargous, of the Shamrock, who volunteered to act as my executive officer, was of the greatest service to me during the engagement. I would recommend him to your especial notice.

The precaution taken by Acting First Assistant Engineer Samuel C. Midlam

(in charge of this vessel's engines) to meet any mishap that might have occurred to her boilers or engine merits my approbation, and the prompt manner in which the whole engine corps performed its duty during the engagement was most satisfactory and creditable to it.

The following is a list of the officers of this vessel, all of whom performed their several duties with zeal and gallantry :

Acting Ensign T. G. Hale, commanding 1st division; Acting Ensign J. P. Gallagher, commanding 2d division; Acting Ensign William H. McLean, commanding 3d division; Master's Mate L. A. Kent, commanding 4th division; Master's Mate Stephen C. Abbott, commanding 5th division; Master's Mate F. C. Stedman, Pay Clerk Robert T. Houston, First Assistant Engineer Samuel C. Midlam, Second Assistant Engineer William Otley, Third Assistant Engineers John Riley, Albert Beyse, and Levi Lord, Acting Assistant Surgeon G. C. Reynolds, and Pilot John Lewis.

The following is a list of the ammunition expended during the engagement, viz :

100-pounder Parrott: 1 solid shot, 26 percussion shell, 11 15-second fuze, (naval time,) 10 10-second fuze, (naval time,) 14 5-second fuze, (naval time,) and 2 5-second shrapnell.

Dahlgren 9-inch: 1 10-second fuze shell, 6 5-second fuze shell, 22 rounds of grape, 5 rounds of canister, and 2 5-second shrapnell.

24-pounder Dahlgren, smooth-bore: 10 5-second fuze shell and 10 5-second fuze shrapnell.

24-pounder rifle, Dahlgren: 39 percussion shell.

300 Plymouth rifle charges, 230 carbine charges, 248 revolver charges, 10 boxes primers, and 260 revolver caps.

I am, very respectfully, your obedient servant,

H. N. T. ARNOLD,

Lieutenant Commander, Com'dg U. S. Steamer Otsego.

Commander Wm. H. MACOMB,

Commanding Division of Sounds, N. A. B. Squadron.

Report of Lieutenant R. K. Duer.

UNITED STATES STEAMER SHAMROCK,
Off Plymouth, N. C., November 2, 1864.

SIR: The damage to this ship in the engagement of October 31 is as follows :

One grape-shot, starboard bow, six feet from water-line, struck and glanced, slightly denting wood.

One shot, starboard bow, four feet from water-line, struck and glanced, crushing and splintering the wood through—36 inches long, 6 inches wide.

One shell exploded over the ship, abreast of foremast, a piece striking the fore topmast on port side, cutting out a piece about 24 inches long.

One shell exploded forward of starboard wheel, several pieces entering upper part of guard and wheel-house, and cutting hurricane-deck awning, used as a barricade.

One shot (32-pounder) struck forward knee of hurricane deck, starboard side, passing through starboard bulkhead of crank-room, carrying away hand-rail, through forward and after bulkheads of galley-room, through coppers, out port bulkhead of valve-room, carrying away half the bulkhead. Struck spirketing of after pivot port, port side, crushing the wood, bending and breaking the braces and hinges of two after ports, glanced, splintered forward end of port hammock netting, and went overboard.

One shot struck under guard, crushing the wood, (15 by 4 inches,) glanced, passed through iron knee of outboard bearing, cutting iron rim off wheel and injuring some of the paddle-boards.

One shot struck inside on port quarter, passed through side, tearing off and bending iron plate on outside.

Total number of hits, six.

Respectfully submitted.

RUFUS K. DUER,

Lieutenant and Executive Officer.

Commander WM. H. MACOMB, U. S. N.,

Commanding District of the Sounds.

Report of Lieutenant Commander Earl English.

UNITED STATES STEAMER WYALUSING,

Off Plymouth, N. C., October 31, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack on, and subsequent capture of, Plymouth. I got under way on the morning of the 29th instant; took the position assigned this vessel in line of battle, and proceeded up the Roanoke, in company with the fleet, to within a short distance of obstructions across the river abreast of the Southfield. Finding it impossible to pass them, or to injure the enemy at that distance, after throwing a few shell, I retired, in obedience to general signal, and anchored off the mouth of the river. At 12.10 p. m., on the 30th, I again got under way in company with the fleet; stood up the Middle river, and when abreast of the town commenced to throw shell into it, over the woods, which I continued so doing as long as the battery could be brought to bear.

At 5.20 p. m. anchored in line in the Roanoke, about two miles above the town. At 11 a. m. of the 31st, in obedience to general signal from the flagship, I got under way; took the position assigned this vessel in line, and proceeded down towards the enemy's forts defending the town. We opened on the batteries as they came within range, and for a few minutes the action was most spirited. It was evident, however, that nothing could long stand the perfect shower that was being poured into their works.

The position this vessel occupied when the enemy deserted the forts commanded the main road leading to Washington; and as they took this road I continued to shell them, in hopes, if possible, to more thoroughly disorganize, and force them to throw away their arms, which I think had the desired effect, from the number that have been picked up since.

I am happy to state that there were no casualties of any kind on board. The vessel is not injured in any manner, and is in as good fighting condition as when she entered the engagement. The boats are more or less injured from the concussion of our own guns.

The conduct of the officers and crew was most praiseworthy; and where all did their duty I cannot specify any individually, except it may be Acting Master Hathaway and Acting Ensign Forret, who were the first to enter Fort Williams, one of their strongest works, where they captured three prisoners and planted the flag.

In conclusion, I cannot refrain from mentioning the handsome manner in which the engine was worked, under the supervision of Chief Engineer H. H. Stewart, through the whole engagement, and likewise on the day previous, while passing the narrow bends in Middle river.

Enclosed I send the gunner's report of the amount of ammunition expended on the 30th and 31st of October.

I am, very respectfully, your obedient servant,

EARL ENGLISH,

Lieutenant Commander.

Commander W. H. MACOMB,

Commanding District of Sounds of North Carolina.

UNITED STATES STEAMER WYALUSING,

Off Plymouth, N. C., October 31, 1864.

SIR: I have the honor to report the following as the amount of ammunition expended by this vessel on the 30th and 31st of October, during the shelling of Plymouth:

Expended on October 30.—100-pounder rifle: forty-one 10-pound charges, twenty shell, (percussion,) twenty-one shell, (time fuze.) 12-pounder rifle: ten shell, (percussion,) ten 1-pound charges; 100 primers, (percussion.)

Expended on October 31.—100-pounder rifle: fifty-nine 10-pound charges, twenty-one shell, (percussion,) thirty-nine shell, (time fuze.) 9-inch guns: one hundred and eighteen 10-pound charges, forty-eight shell, twenty-two shrapnell, twenty-eight grape, (stands,) twenty canister. 24-pound howitzer: twenty-seven shrapnell, twenty shell, nine canister. 12-pound howitzer: twenty-seven shrapnell, nine shell, nine canister. 12-pounder rifle: thirty shell, (time fuze,) twenty shell, (percussion;) 400 primers, (percussion,) 100 primers, (friction.)

Respectfully submitted.

THOMAS CARPENTER, *Acting Gunner.*

Lieut. Commander EARL ENGLISH,

Com'dg U. S. Steamer Wyalusing, off Plymouth, N. C.

Report of Lieutenant Commanding W. T. Truxtun.

UNITED STATES STEAMER TACONY,

Plymouth, N. C., November 1, 1864.

SIR: I have to report that, in obedience to signal made from the flag-ship at 10.35 a. m. on the 31st ultimo, I got under way and took position with this vessel in line of battle astern of the Otsego, (with the United States steamer Whitehead lashed to our port quarter,) being the fourth vessel in line.

Stood slowly down the Roanoke river till 11.30 a. m., when we opened on the batteries and rifle-pits surrounding the town of Plymouth, N. C., with our starboard battery, which consisted of two 11-inch, three 9-inch guns, two 12-pounders, and one 24-pounder howitzer; continued heavily engaged till 12.40 p. m., when we ceased firing by your order.

During the engagement the officers manifested the most commendable zeal, while the crew distinguished themselves by a display of coolness which, considering the fact that it was the first time the greater proportion of them had ever been under fire, was truly astonishing.

I am happy in having to report no casualties—not a man scratched. I beg leave to make particular mention of Acting Master's Mate F. W. Worstell, who, with Martin Howard, landsman, James Tallentine, quarter-gunner, Robert Graham, landsman, Henry Brutsche, landsman, landed and spiked a loaded 9-inch gun, under quite a sharp fire of musketry.

After anchoring abreast the wreck of the rebel ram Albemarle, Acting Ensign

Randolph Sommers raised and destroyed two torpedoes. I also have on board one brass field-piece, and three copper percussion torpedoes.

One shell cut away the port fore topmast backstay, just above the rail; and a second, a 20-pounder Parrott, passed through the foremast, about twenty-five feet above the deck; this, with some shattering of the starboard boats, caused by the explosion of one of our guns, constitutes all the damage done to the ship.

I herewith report her, in all respects, ready for immediate service.

The engineer's department, under its very efficient chief, First Assistant Engineer Thomas M. Dukehart, performed its duties in the most satisfactory manner.

In conclusion, I deem it proper to commend to your favorable notice Acting Master Nathaniel S. Morgan, the executive officer of this vessel, who has at all times so ably seconded me in the duties of my command.

I enclose herewith the gunner's report of ammunition expended.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Commander W. H. MACOMB,
Commanding Division of the Sounds, Plymouth, N. C.

UNITED STATES STEAMER TACONY,
Plymouth, N. C., November 1, 1864.

SIR: I beg leave herewith to submit a statement of shot, shell, &c., expended on the 31st ultimo, during the engagement before Plymouth, N. C., viz:

Nineteen 5 second 11-inch shell, twelve 10-second 11-inch shell, three 15-second 11-inch shell, eleven shrapnell, 11-inch, eight canister, 11-inch, fourteen grape, 11-inch, twenty-four 5-second 11-inch shell, twelve 10-second 11-inch shell, five shrapnell, 9-inch, thirteen grape, 9-inch, twelve canister, 9-inch, eight 24-pounder howitzer, canister, twenty-two 24-pounder howitzer shrapnell, twenty-five 12-pound howitzer canister, forty-nine 12-pounder howitzer shrapnell.

Very respectfully, your obedient servant,

ROBERT CAMPBELL, *Act'ing Gunner.*

Lieut. Commander W. T. TRUXTUN,
Com'dg United States Steamer Tacony, Plymouth, N. C.

Report of Acting Master Francis Josselyn.

UNITED STATES STEAMER COMMODORE HULL,
Plymouth, N. C., November 1, 1864.

SIR: I have the honor to report the part taken by this vessel in the operations against Plymouth, from the 29th to the 31st of October, 1864.

On Saturday, the 29th ultimo, I got under way at 11.30 a. m. and proceeded slowly up the Roanoke river in advance of the fleet. I came in sight of the batteries on Bateman's hill, and at 12.45 p. m. opened fire on them at a distance of about one mile. The enemy replied from four guns of heavy calibre, and kept up a rapid fire. I continued advancing and firing from my after pivot-gun, the only one that could be brought to bear on the battery, until I discovered obstructions in the river, just below the battery, which were impassable by the fleet. I immediately signalled this fact to you, and received orders to return and assist the Shamrock in turning, the enemy firing until out of range. During

the time I was abreast of Stewart's hill I discovered a body of cavalry and in fantry in the woods at a distance of about six hundred yards, which I dislodged by opening on them from my forward pivot-gun and broadside howitzers. This vessel was not struck nor injured in any manner by the enemy on this day, though many shot and shell passed over and very near her. I retired in company with the fleet, and came to anchor at my old position off the mouth of the river at 2.45 p. m.

On Sunday, the 30th ultimo, at noon, I got under way, in obedience to your order, following the Tacony in the rear of the fleet up the Middle river to a point opposite Plymouth. Commenced firing on the town from my two pivot guns at 2 o'clock p. m. at an elevation of twenty-six hundred and forty yards, and continued my fire at short intervals until I arrived at the upper bend in the river, when I was ordered by you to return to the Thoroughfare, between the Middle and Roanoke rivers, and guard that point, which I did during the night.

On Monday, the 31st ultimo, the tug Belle came down the river, with orders for me to proceed to the Roanoke river and report to you, which I did, and was then ordered to go down the river and reconnoitre the obstructions.

At this time Acting Master G. W. Barrett of the Whitehead came on board to assist in finding the passage, which duty he performed by going ahead of the ship in a small boat, and dragging for torpedoes. No torpedoes being found, and the passage between the piles being open, I reported the same to the flagship by signal, and then advanced, followed by the fleet. As soon as we sighted the batteries above the town, the enemy opened fire from two nine-inch guns and some light artillery, which was replied to spiritedly by my guns, as soon as they could be brought to bear. I then went ahead at full speed, receiving and returning the enemy's fire with shell, grape, and canister. When within three hundred yards of the enemy's works, a heavy musketry fire was poured on my men by infantry in rifle-pits and houses, which I answered in the same manner. This fire, though severe, did no damage, as the vessel is well protected by iron plating. Before passing the upper battery, a shell from a nine-inch gun came in over the starboard bow, killing one man and wounding another at the forward gun, passed through the berth deck and wardroom, cut away the railing around the after hatch and killing one man, mortally wounding two, and three slightly, struck the after pivot gun-carriage, where it lodged, disabling it for a time. This shell fortunately did not explode. Another shell passed through the vessel, raking her fore and aft, but without doing any damage except to the officer's rooms. A third, in passing over the hurricane deck, cut away the guard brace from the forward king post on the port side, and knocked out the bows of the second cutter and the stern of the dingey. I received no injury from the lower fort, although obliged to anchor for a time, when in range, owing to a derangement of the rudder-chains, which, however, was soon remedied.

Ceased firing at 12 o'clock m. The upper works of this vessel are considerably shattered by shot, and her frame much racked by the constant firing, and by the explosion of a magazine on shore, which blew up just after she passed it. The decks need calking badly. I have already forwarded you the engineer's report of the condition of the boiler and machinery.

The carriage of the after pivot gun needs to be replaced, as it cannot be used to any great extent as it is.

The officers and crew did their whole duty, and the guns were served with great rapidity and precision.

I am very much indebted to Acting Master G. W. Barrett, of the Whitehead, for services rendered; he was on board during the whole engagement.

I would particularly mention Acting Master John O. Johnson, my executive officer, for his bravery and coolness under fire. The powder division was in

charge of Acting Assistant Paymaster Jonathan Chapman, and was prompt and efficient.

Among the crew I respectfully call to your notice Patrick Colbert, cockswain, captain of the forward pivot gun. His conduct was admirable, and though painfully wounded by a shell, which killed a man at his side, he did not leave his post until the end of the action, and appeared as cool as if at mere target practice.

No surgeon being on board the ship, I enclose the report of Acting Assistant Surgeon George Hopkins, of the Tacony, of the killed and wounded; also report of ammunition expended.

I am, very respectfully, &c.,

FRANCIS JOSSELYN,
Acting Master, Commanding.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

Casualties on the Commodore Hull.

SIR: The following is a list of the killed and wounded on board the United States gunboat Commodore Hull during the engagement at Plymouth, North Carolina, October 31, 1864:

Killed.—Henry Schroder, landsman, right arm shot off; Turner Latham, landsman, head shot off; Hugh McMarony, cockswain, shot in the head; John Swaddle, landsman, extensive wound of thorax and right arm.

Wounded.—Patrick Colbert, cockswain, slightly; John Meadows, seaman, slight; James Laterwaite, landsman, left knee, serious.

I am, respectfully, &c.,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Commander W. H. MACOMB, U. S. N.,
Senior officer in District of Sounds, North Carolina.

Report of Acting Master G. W. Barrett.

UNITED STATES STEAMER WHITEHEAD,
Off Plymouth, N. C., November 2, 1864.

SIR: I have the honor to report that on the morning of the 29th of October I left Newbern with master's and engineer's stores on board for the naval vessels in Albemarle sound.

I arrived on the 30th instant, at 6.30 p., m. off the mouth of Roanoke river, and there learned that the fleet had proceeded up Middle river. It being then too dark to find the channel, I came to anchor for the night. I got under way the following morning, (31st,) and proceeded up the Middle river, entering the Roanoke above War Neck at 9.30 a. m., where I found the fleet under your command formed in line of battle.

After reporting, I proceeded, by your request, on board the United States steamer Commodore Hull, for the purpose of piloting the fleet through the obstructions to Plymouth, and remained on board of her during the engagement with the enemy at this place.

For the part taken by this vessel during the engagement I will refer you to the report of the executive officer, herewith enclosed.

I remain, very respectfully, your obedient servant,

G. W. BARRETT,
Acting Master, Commanding.

Commander WM. H. MACOMB,
Commanding District of the Sounds.

Report of Acting Master's Mate Thomas E. Quayle.

UNITED STATES STEAMER WHITEHEAD,
Off Plymouth, N. C., November 2, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in the engagement of the 31st October at this place during the time which you were absent from this vessel on special duty:

In obedience to your orders, I proceeded alongside the United States steamer Tacony, and made fast to her port quarter, she being the fourth vessel in the line, and in that position remained during the passage through the obstructions at War Neck, and until nearly abreast of the town. At 11.50 a. m. we cut adrift from the United States steamer Tacony, steamed ahead of her, and opened fire with the starboard howitzer, using shrapnell and canister. Ceased firing at 1 p. m., the enemy being completely routed, and driven from his forts and intrenchments, and in full retreat in the rear of the town.

Being unable, under the circumstances, to take any prominent part in the action, no particular merit can be ascribed to any person on board, though I take pleasure in stating that all the officers and crew behaved with their customary gallantry and coolness.

Expended eighteen rounds of shrapnell and fifteen rounds of canister.

Very respectfully, your obedient servant,

THOMAS E. QUAYLE,
Acting Master's Mate and Executive Officer.

Acting Master G. W. BARRETT,
Commanding U. S. Steamer Whitehead.

Casualties on the Shamrock.

UNITED STATES STEAMER SHAMROCK,
Off Plymouth, N. C., November 2, 1864.

SIR: I herewith transmit an account of the casualties on board this vessel during the engagement with the rebel batteries at Plymouth, North Carolina, on the 31st of October, 1864.

Killed.—Samuel Champs, seaman, by grape-shot through right lung; John Williams, seaman, by minie ball through right side, coming out left hip.

Wounded.—Wm. H. Harrison, confusion left arm, head, and neck, slightly. Wm. Bowles, landsman, left eye lost by shell, wound in left thigh by shell, right wrist by minie ball, slightly; right middle finger, by splinter, slightly. John Potter, seaman, confusion on right shoulder, slightly. George W. Williams, landsman, confusion on right breast by splinter, and left thigh and leg, slightly. Towdeon Doty, landsman, shell wound through calf of right leg, severely; forehead, left eye, and nose lacerated by splinters, severely; right wrist by shell, slightly, James B. Sparks, landsman, had left eye knocked out entirely (accidentally)

by an oar in the hands of another man, immediately after the surrender of the rebel batteries; he is doing well. Total wounded, 6.

I am, very respectfully, your obedient servant,

PHILIP H. BARTON,
Acting Assistant Surgeon, U. S. N.

Commander Wm. H. MACOMB,
Commanding U. S. Steamer Shamrock.

Complimentary letter to Commander W. H. Macomb.

NAVY DEPARTMENT, November 20, 1864.

SIR: I have received your gratifying report of the 1st instant, announcing the capture, on the day previous, of the town of Plymouth, North Carolina, with its batteries, ordnance, ordnance stores, &c., by a portion of the naval force under your command.

The department is pleased at the promptness with which you availed yourself of the advantages offered by the destruction of the ram Albemarle, and at the gallantry displayed by all in the assault and capture of the batteries at Plymouth. The affair appears to have been executed in a most creditable manner, and the department improves the occasion to express its thanks to yourself and the officers and men under your command for the important services rendered on the occasion. You will be recommended to the President for an advancement of ten numbers in your grade.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Commander W. H. MACOMB,
Senior Officer in the Sounds of North Carolina.

ADDITIONAL REPORTS CONCERNING THE DESTRUCTION OF THE RAM ALBEMARLE.

[Received too late for insertion in their proper place]

Letter of Rear-Admiral D. D. Porter, transmitting various reports.

U. S. FLAG-SHIP MALVERN, NORTH ATLANTIC SQUADRON,
Hampton Roads, November 11, 1864.

SIR: I have just received, and have the honor to forward to you, the following papers from Commander Macomb, commanding the district of the sounds:

A. Commander W. H. Macomb, November 1, 1864, reporting the sinking of the ram Albemarle, and enclosing—

B. Copy of a paper, apparently official, addressed "Hon. S. R. Mallory, Secretary of the Navy," which is evidently the report of the commander of the ram to his chief;

C. Copy of a letter found in the post office at Plymouth on its occupation by the federal naval forces;

D. Report of a survey on the ram Albemarle, made by order of Commander Macomb, and

E. A drawing of the ram, showing her casemate and mode of plating.

The attack of Lieutenant Cushing was evidently a surprise, and the destruction of the ram complete and immediate.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER SHAMROCK,
Off Plymouth, N. C., November 1, 1864.

SIR: I have the honor to report that on the night of the 27th ultimo Lieutenant W. B. Cushing went up the Roanoke river in his torpedo boat, having the second cutter of this vessel in tow, with a crew of eleven men under Acting Gunner William Peterkin and Acting Master's Mate W. D. Burlingame, both of this vessel.

He arrived at a short distance from the ram before he was perceived, when he cast loose the cutter, and, going at full speed, he struck the logs with which the ram was surrounded with such force as to run his boat over them. He then exploded his torpedo; but a gun which was fired from the Albemarle at that instant preventing him from seeing what damage he had done, and his boat being full of water, he jumped overboard, and swam down the river. He will himself, I suppose, give you the account of his escape, and I shall therefore merely state that he was picked up by the United States steamer Valley City on the night of the 28th October.

I enclose a copy of a letter which I found in the post office at Plymouth, on taking possession of that town, as I report in my No. 8, and also a copy of a paper found in the town which seems to be official, both of which give accounts of the affair. On my arrival, I found the ram sunk at the wharf as far as her ports, and the top plating of her casemates entirely off. I have ordered a survey, and herewith enclose the report.

Lieutenant Cushing's intention in taking the cutter with him was to land at the wharf, in case he was not discovered, and, casting loose the fastenings of the ram, to take her out of the river. This he was prevented from doing, but the cutter captured four rebel pickets on duty on the Southfield, which they brought off.

As far as I know at this time, Lieutenant Cushing and E. J. Horton, ordinary seaman of the Chicopee, were the only persons belonging to the party that escaped; the rest were either captured or drowned. I have a private letter, picked up in Plymouth, which states that eleven were captured. The names of the missing ones, belonging to ships under my command, are as follows:

F. H. Swan, acting assistant paymaster, Otsego; Charles L. Steever, acting third assistant engineer, Otsego; Thomas S. Gay, acting master's mate, Otsego; John Woodman, acting master's mate, Commodore Hull; Bernard Hailey, ordinary seaman, Chicopee; William Smith, ordinary seaman, Chicopee; Richard Hamilton, coal-heaver, Shamrock.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,

Commander, Commanding District of the Sounds, N. A. S.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

NOTE.—Lieutenant Cushing unofficially reports the following persons as composing the party that destroyed the Albemarle: Lieutenant W. B. Cushing, commanding expedition, escaped; Acting Master's Mate W. L. Howarth, picket boat, missing; Acting Third Assistant Engineer William Stokesbury, picket boat, missing; Acting Master's Mate John Woodman, Commodore Hull, drowned; Acting Master's Mate Thomas S. Gay, Otsego, missing; Acting Third Assistant Engineer Charles S. Heever, Otsego, missing; Acting Assistant Paymaster F. H. Swan, Otsego, missing; Edward J. Horton, ordinary seaman, Chicopee, escaped; Bernard Harley, ordinary seaman, Chicopee, missing; Wm. Smith, ordinary seaman, Chicopee, missing; Richard Hamilton, coal-heaver, Shamrock, missing; R. H. King, landsman, picket boat, missing; — Wilkes, landsman, picket boat, missing; — Demming, landsman, picket boat, missing; Samuel Higgins, first class fireman, picket boat, drowned. Rebel accounts mention eleven prisoners, which would leave two as having been drowned or killed. The bodies of Acting Master's Mate John Woodman, and Samuel Higgins, first class fireman, have floated ashore at Plymouth.

B.

*Captured rebel correspondence.*PLYMOUTH, NORTH CAROLINA, *October 28, 1864.*

SIR: The night of the 27th instant, a dark and rainy night, I had the watch on board doubled, and took extra precaution. At or about 3 o'clock a. m. on the 28th the officers of the deck discovered a small boat in the river, hailed her, received an unsatisfactory answer, rang the alarm-bell, and opened fire on her with the watch. The officers and men were at their quarters in as quick time as was possible, under the circumstances, but the vessel was so close that we could not bring our guns to bear, and the shot fired from the after gun loaded with grape, failed to take effect. The boat running obliquely struck us under the port bow, (running over the boom,) exploded a torpedo, and smashed a large hole just under the water-line; under a heavy fire of musketry the boat surrendered, and I sent Lieutenant Roberts to take charge of her. Manned the pumps, and ordered to fire up to use the donkey pumps; the water gained on us so fast that all our exertions were fruitless, and the vessel went down in a few minutes, merely leaving her shield and smoke-stack out of water.

In justice to myself, I must say that the pickets below gave no notice of her approach, and the artillery which was stationed by the vessel for a protection gave no assistance, manning only one piece at too late a time to be of any service. Having condensed this report as much as possible, I respectfully request a court, to establish on whose shoulders rests the loss of the Albemarle.

N. B.—This letter was not signed, but appears to be official; probably the draught of the report of Captain Warley, Confederate States navy.

Hon. S. R. MALLORY,

Secretary of the Navy.

C.

Copy of a letter found in the post office at Plymouth, N. C., November 1, 1864.

UNITED STATES STEAMER ALBEMARLE,

Plymouth. N. C., October 29, 1864.

ESTEEMED FRIEND: I received your kind, interesting epistle of the 20th instant, finding me lingering under a severe attack of the fever. I am now up and about again, nearly as well as ever. They are sending out expeditions every now and then. We captured a Yankee yawl-boat. It is said we killed nearly all her crew, consisting of about eight men. But the most awful thing of all (perhaps you will hear it before this reaches you) is, that a Yankee torpedo boat steamed up the river Thursday night, and about 3 o'clock Friday morning she run into the Albemarle, the torpedo bursting, blowed a hole in her some six feet long, sinking her immediately. She is now lying at the bottom of the Roanoke river. The crew lost everything they had, bed clothing, everything; some lost their hats, shoes, even some came out in their shirt sleeves and drawers, barefooted. We are in an awful condition. I believe they are going to hold the place to the bitter end. Captain Warley says he intends to fight as long as a man is left, (this is all gas.) I never did witness such an uproar before in my life; troops were hurrying to and fro, expecting every minute to meet in battle dread. But fortunately yet there has been no attack, though there is no telling how soon we may see a man-of-war steaming up the river, belching forth fury in her mad career, carrying in her front the token of devastation and

ruin. We are going to take command of one of the forts in the river. You ask me when did I hear from her; I can but inform you that I have not received a word from her since I have been in service. Is this not provoking? I have nothing more to write. Excuse the bad writing, as *I am very nervous*.

Write me all the news. Direct your letter to Plymouth, N. C., care of Captain Warley.

I remain, as ever, your sincere friend,

E. K. L.

Report of survey on the rebel ram Albemarle.

UNITED STATES STEAMER WYALUSING,
Off Plymouth, November 1, 1864.

SIR: In obedience to your order of this date, we have examined the late rebel iron-clad ram Albemarle, and respectfully submit the following report:

She is sunken at the wharf and heading down stream, heeling off shore at about an angle of 10°, the flat part of the casemate on the port side is twenty-two inches out of water. We find the entire top of the casemate blown off; the angles marked a, b, c, and d in the drawing are completely disconnected, the angle marked d, quite ten inches. As it is reported that she was again blown up by the rebel authorities, after she was sunk by Lieutenant Cushing, it is impossible to say how much of the damage was done by him. Her armament consists of two (2) eight-inch rifle guns, worked on pivots, so as to fire either from the side or ahead; one of these guns is partly out of water, the other entirely immersed.

Her machinery is entirely submerged, so that is impossible to examine it.

The dimensions of the hull and casemates we enclose with this report.

We are respectfully,

H. H. STEWART, *Chief Engineer*.

THOS. M. DUKEHART, *First Assistant Engineer*.

WM. H. HARRISON, *Second Assistant Engineer*.

Commander W. H. MACOMB, U. S. N.,

Commanding District of the Sounds, N. C.

CAPTURE AND DESTRUCTION OF THE SHAWSHEEN.

Report of Acting Master's Mate Wm. Rushmore.

NEW YORK, November 19, 1864.

SIR: The commanding officer of the United States steamer Shawsheen having been killed, it devolves upon me to report the loss of that vessel.

On the 7th of May, 1864, the Shawsheen, under command of Acting Ensign Charles Knight, left the flag-ship Malvern at 10.30 a. m., two miles above Chaffin's Bluff, on the James river, under orders from Acting Rear-Admiral S. P. Lee, to proceed to Chaffin's farm to search for and destroy torpedoes supposed to be in that locality. At 11.20 a. m. anchored off the farm in six feet of water, we drawing five feet six inches; sent all hands to dinner preparatory to going on shore to search for torpedoes. At 11.40 a. m. a field battery of four Napoleon guns and two 24-pounder howitzers, with four companies of infantry, suddenly opened fire on us from the woods on the cliff. All hands were called to quarters and the guns trained on the enemy, but they drove us from them. We succeeded in unshackling the chain twenty fathoms, when the captain jumped overboard and swam for the south bank. I then backed the vessel

until nearly out of range of the enemy's guns, when a 24-pounder shot penetrated the steam-drum and another one struck the walking-beam; most of the crew then jumped overboard to escape the scalding steam.

The captain was now seen swimming toward the vessel, wounded in the head. He hailed, and ordered me to haul down the ensign and to hoist a white flag on the walking-beam, the flagstaff having been shot away. I sent a boat for him, but he sank before it could arrive.

The enemy fired seven shots through the white flag before they ceased. The vessel was now aground, completely riddled with shot. Eight or ten of the crew now jumped overboard and attempted to escape by swimming to the south bank; many were killed in the water, the remainder, including four officers and twenty-one men, were made prisoners.

The rebels now came on board and set fire to the vessel. The officers and crew made every exertion possible to save the vessel, but the close and heavy firing and the shallowness of the water rendered all our attempts fruitless.

I remain, very respectfully,

WILLIAM RUSHMORE,
Acting Master's Mate, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Encounter with rebel iron-clad Albemarle.—Complimentary letter of the Secretary of the Navy.

[Omitted in its proper place.]

NAVY DEPARTMENT, May 25, 1864.

SIR: I have had great satisfaction in receiving and perusing your report as the senior officer present, and the reports of the commanding officers of the several vessels that were engaged in the encounter with the rebel iron-clad ram Albemarle and her tender on the afternoon of the 5th instant in Albemarle sound.

The department congratulates all of the officers and men of the United States navy who participated in this remarkable contest between wooden gunboats and a formidable armored vessel—in which the latter was forced to retreat to prevent capture—and it particularly thanks you for your vigilant and gallant use of the means placed at your command to thwart the designs of the rebels to regain control of the sounds of North Carolina.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Captain MELANCTON SMITH, U. S. N.,
Senior Officer, Sounds of North Carolina.

THE STRENGTH AND EFFICIENCY OF THE NAVY.

Letter of Donald McKay, transmitting copy of letter addressed to the Boston Advertiser.

EAST BOSTON, MASSACHUSETTS,
November 9, 1864.

SIR: I beg leave to call your attention to the enclosed communication of mine, printed in the Boston Advertiser of the 29th ultimo, giving the strength and efficiency of our navy to the present time. I beg that you will give this

a careful perusal, and if, in your judgment, you deem it of interest to our country, would respectfully request that it may be inserted in your next naval report to Congress.

I remain your obedient servant.

DONALD MCKAY.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Our Navy.—Donald McKay's letter to the Boston Advertiser.

To the Editor of the Boston Daily Advertiser:

During my sojourn in England, before the commencement of the war, I was permitted to inspect all the royal dockyards, and all the principal private ship-building establishments in the kingdom, and communicated, in a condensed form, the result of my observations to the Commercial Bulletin, and to other papers. The letters embodying my views were copied extensively, and when the rebellion broke out were referred to by naval writers in complimentary terms. From England I proceeded to France, where every facility was afforded me to examine the dockyards of the empire. In the navies of these great powers I saw much that was new, and much that I thought might be copied with advantage by our own Navy Department, and opened communication with some of its officers. My suggestions were always received with marked consideration, and some of them were adopted. When war was upon us, my interest in our navy was increased. I knew the strength of England and France upon the ocean, and the respect which that strength elicited from other nations, and with many others came frequently before the public with a view of developing our own naval resources. I saw that these powers respected nothing but force, and knew that if we desired to prevent foreign intervention in our affairs, our navy must be largely increased. I refer to these facts at this time to show that when I write of naval affairs, I write of that which I know, and which will stand the test of fair-minded scrutiny. Nothing is easier than to find fault, and I can state, from my own experience, that with all my care, I never yet built a vessel that came up to my own ideal; I saw something in each ship which I desired to improve. But I should have felt unfairly dealt with if my ships had been judged by their blemishes rather than by their merits. The same rule I propose to apply to a review of our naval affairs, that those interested may see what has been done, and is still doing, by the Navy Department.

At the breaking out of the rebellion the navy of the United States consisted of the following steamers, namely: The screw frigates Merrimack, Wabash, Minnesota, Roanoke, and Colorado, of about 3,350 tons each; of the large screw sloop Niagara, of 4,582 tons; of the first-class screw sloops Richmond, Brooklyn, San Jacinto, Hartford, Pensacola, and Lancaster, of about 2,000 tons each; of the second-class sloops Pawnee, Iroquois, Wyoming, Mohican, and Dacotah, of about 1,070 tons each; of the third-class sloops Narragansett and Seminole, of about 850 tons each; of the first-class paddle-wheel sloops Susquehanna and Powhatan, of about 2,430 tons; the Mississippi, of 1,692 tons; and the Saranac, of 1,446 tons; and of small paddle-wheel steamers Michigan, Saginaw, and Water Witch, of about 470 tons each; making a total of 25 steamers and 49,700 tons.

The maximum speeds of those vessels in smooth water, and for a short time, were as follows, in knots per hour, namely: Niagara, 10.9; Merrimack, Wabash, Minnesota, Roanoke, and Colorado, 9; Brooklyn, 9.2; San Jacinto, 8.8; Hartford and Lancaster, 9.5; Richmond, 7.5; Pawnee, 8; Iroquois, Wyom-

ing, Mohican, and Dacotah, 11.7; Narragansett and Seminole, 8; Susquehanna and Powhatan, 11; Mississippi, 8.7; Saranac, 9.2; Saginaw, 9; Water Witch, 9; Michigan, 10.5. The Pensacola proved a total failure, and the machinery had to be removed.

Such was the steam navy with which the administration began the task of rigorously blockading 3,600 miles of the most difficult coast in the world, against the fastest and best steamers that the shops of England could produce, built exclusively for speed and blockade running at the particular localities; in addition to which, the oceans of the world were to be kept free of the steamers called confederate cruisers, but which were in reality English pirates, being built in England, equipped with English guns and manned by English crews, whose purpose was, not to fight our cruisers as war vessels, but to plunder our sailing merchant ships, and to keep out of the paths of our war steamers. With the enormous advantage of having all the ports of the world, except those of the country they pretended to belong to, open to them for coaling, repair, refuge when closely pursued, and sale of the most valuable and less bulky portion of their plunder; and with the sympathy and active co-operation of the officials of those ports; and with the strong incentive of the free plunder of a large, rich, and defenceless commerce, without the slightest personal danger, even if captured, it is indeed miraculous they should have been able to do us the little injury they have.

The means at the command of the administration for building a steam navy to achieve the herculean task just indicated were about two dozen machine-shops, great and small, distributed from Maine to Maryland, many of them very small and without the tools, workmen, or skill requisite for the production of marine machinery. The first class shops did not exceed eight in number. But the entire force of those shops could not be commanded by the Navy Department for the construction of new machinery. There were the enormous quantity of repairs to the merchant steamers of the country to be done, and new construction to be made for that service. The War Department also drew largely on their resources for transport steamers, while the locomotive and tool-making shops found it utterly impossible to meet the demand upon them. Neither was there sufficient raw material in the country for the large and sudden demand; the iron, copper, tin, and coal had to be mined and manufactured. Hundreds of steamers, hundreds of locomotives, shops full of tools, tens of thousands of tons of metal, were called for instantly, and there was nothing on hand to answer the call. War steamers cannot be built in a day. Inexperienced labor cannot be converted into skilled mechanics in a day; the prices of machinery rose immensely, the pay of the mechanics and the cost of material reached a point far above what they were worth, except from the factitious cause of the suddenness of the demand. The result was felt in the poor materials and poorer workmanship with which the machinery was made. Any kind of material, and the most unskilled labor, had to be brought into use, and all this time the amount of even that labor was consequently diminishing by the absorption of men into the military service.

In this pressing emergency the department did all that could possibly be done. It purchased every merchant steamer that could be converted into a blockading vessel or a war cruiser, and the navy at this moment contains every merchant-steamer of any size or excellence that has been built in this country. It set at work every steam-engine factory in the land, that could produce marine machinery. It considered all plans offered for armoring vessels, and tried many. It instituted experiments in machinery, in ordnance, and in armor-plating. It rapidly covered the Mississippi and its tributary waters with an immense inland fleet, many of which were armored, and which, sweeping the rebels from these waters, have been an indispensable element to our holding the whole interior of the country, as it gives us the exclusive command of its water

highways. It lined the Atlantic coast with such a blockading fleet as the world never witnessed before, and has practically closed the rebellious district to the world, the few vessels which succeed in running the blockade being too small to carry cargo sufficient to give aid of any consequence. The rebels have not been able to import even drugs enough to supply the medical department of its army. The coast around the port of Wilmington, which is the only one at which blockade running is practicable, is peculiarly favorable for that purpose, and is lined for miles on each side with batteries which protect the blockade runners and keep our cruisers at a distance. These runners are small vessels of light draught, and very low decks. They are painted lead color, and approach the coast in the night. From the moment it is possible to discover them until they reach the protection of the batteries is a time of minutes, and not of hours, and they owe to that their occasional success. Were the circumstances such that they could not reach the port until after a chase of a few hours, their escapes would be very rare. Nearly all that have been chased in this manner at sea have been caught; it is not the speed of the blockade runners, but the conditions of the blockading service, that gives them an occasional success. Their fastest and newest steamers, built principally for speed, have been captured by our sloops in fair chase, and the speed of the vaunted Alabama is now known to have been greatly exceeded by that of the Kearsarge.

The first vessels constructed by the department were 23 screw gunboats of 504 tons each, with a speed of ten knots, and a draught of nine feet. They were intended especially for blockading the mouths of the smaller rivers.

The Iroquois, Wyoming, and Mohican were next duplicated, the former twice, in the Oneida, Kearsarge, Wachusett, and Tuscarora. The reason for exactly duplicating them was the fact, that, as the drawings and patterns were still in the hands of their original builders, the machinery could be obtained much quicker; and time was the element of most importance.

These vessels were followed by the paddle-wheel gunboats Maratanza, Mahaska, Sebago, Octorara, Sonoma, Conemaugh, Tioga, Genesee, Miami, Paul Jones, Port Royal, and Cimarron, twelve in number, of about 850 tons each, and having a maximum speed of eleven knots per hour. To these succeeded twenty-seven others of the same type, but larger and faster, being of 974 tons burden, and having a maximum speed of $14\frac{1}{2}$ knots per hour. Their names are the Eutaw, Sassacus, Wateree, Pawtuxet, Tallapoosa, Winooska, Mackinaw, Shamrock, Tallahoma, Tacony, Iosco, Agawam, Pontoosuc, Massasoit, Osceola, Mattabesett, Chickopee, Ascutney, Otsego, Metacomet, Chenango, Lenapee, Mendota, Mingoe, Wyalusing, Pontiac, and Peoria. Another seven of this class, but still larger, faster, and of iron, have been lately added, namely, the Winnipic, Ashuelot, Muscoota, Suwanee, Shamokin, Mohongo, and Monocacy, all of 1,030 tons each. These paddle-wheel gunboats have the light draught of 8 feet, and carry enormous batteries. They were built for special service in the narrow and tortuous channels of the shallow sounds and river embouchures of the southern coasts. For these localities, where turning was impossible, it was necessary they should be double bowed, or constructed with both ends alike, and that their machinery should be equally well adapted for going forward or back.

In the autumn of 1861 the department commenced the construction of ten second-class screw sloops-of-war, of about 1,350 tons. They are the Ticonderoga, Lackawanna, Shenandoah, Monongahela, Ossipee, Juniata, Sacramento, Adirondack, Housatonic, and Canandaigua. They have a maximum speed of $12\frac{1}{4}$ knots, carry a large armament, and are efficient ocean cruisers.

There is now in progress of construction the Chattanooga, of 3,000 tons, building for the department by outside parties; also the Idaho, of similar tonnage, and by other outside parties; while the department is itself constructing the Madawaska, Wampanoag, Neshaminy, Ammonoosuc, and Pompanoosuc.

These vessels are of wood, about 3,200 tons, and intended to have a speed of sixteen knots per hour. They will carry immense batteries, be full rigged, and will doubtless prove the fastest and most formidable ocean cruisers ever built by any power.

There are also in progress of building by the department twenty first-class wooden screw steamers of 2,200 tons each, to have a speed of thirteen knots, carry enormous batteries, and be full rigged for ocean cruisers. They will soon be completed. They are named the Antietam, Arapaho, Guerrière, Hassalo, Illinois, Java, Keosauqua, Kewaydin, Manitou, Minnetonka, Mosholu, Ontario, Piscataqua, Pushmataha, Tahgayuta, Wanaloget, Watauga, Willamette, Contookook, and Mondamin.

While these vessels are building, there have been completed the Nipsic, Shawmut, Nyack, Pequot, Maumee, Kansas, Yantic, and Saco, all screw vessels of 593 tons each. The machinery is from the designs of various parties building to compete with the department. The first three, having the department's machinery, have been thoroughly tried, and can maintain a speed of $11\frac{1}{2}$ knots.

There are now nearly completed the wooden iron-clad coast steamers Tonawanda, Miantonomah, Agamenticus, and Monadnock, of 1,564 tons, drawing 12 feet of water, and having two turrets each, carrying two 15-inch guns. The Monadnock has been tried, and is found capable of achieving a maximum speed of 11 knots.

There are also in process of construction four other iron-clads of the same type, but larger, and to be faster. They are Kalamazoo, Passaconaway, Quinsigamond, and Shackamaxon, each of 3,200 tons.

The department has also constructed 74 wooden and iron-clad vessels of the monitor type, with an aggregate tonnage of 78,100 tons.

There are now in the navy in active service 558 steamers, with an aggregate tonnage of 408,000 tons, against the original 26 steamers and 49,700 tons with which the war commenced. Of this number 200 steamers, with an aggregate of 241,000 tons, have been built by the department.

In no country, and with such limited means, and under such difficult circumstances, has there ever been put afloat in the same time such immense naval armaments. In no place has there been any failure, but whenever the naval forces moved victory followed. The rebel coast has been held with a grasp of iron, and nearly hermetically sealed. The pirates of the enemy have been followed around the world, and captured wherever they could be found, and the internal navigation and command of this vast country has been kept open, and in the hands of the government.

The naval administration has done all which any naval administration could do in such a war, and it will still have to be relied on for maintaining a large portion of what has been conquered. Let any one ask himself the question how the contest would stand with the navy withdrawn, if he would understand its necessity and the value of the service it had rendered.

In the foregoing communication I have stated nothing but facts—facts which can easily be verified by reference to official documents, and which I deem justly due to our present Navy Department, in view of the erroneous statements put forth by some writers, who evidently know but little whereof they affirm, or intend to mislead public opinion. I hold that in a time like the present we should all unite to strengthen rather than to weaken the arms of government. Certainly it cannot be said, with the above facts before us, that, in the time of trial, the Navy Department has been found wanting.

Very respectfully yours,

DONALD McKAY.

EAST BOSTON, *October 29, 1864.*

THE MONITOR IRON-CLADS.

Opinion of Admiral Lesoffsky, of the Russian navy.

[Communicated to the Navy Department in a St. Petersburg semi-official gazette.]

The reports of the admiral and captains of the American iron-clad squadron of the bombardment of Charleston have offered a new occasion for expressing different opinions as to what system of iron-clad ship-building generally preference is to be given, and what system is best suited to our navy.

Supposing that those opinions (founded upon a special knowledge of the subject) will assist in clearing up this important and entirely new thing, especially in Russia, we present below two articles on this subject. The first of them, by its clearness and general accessibility, will probably attract attention even of those who, not belonging to the naval profession, are interested in the question of maritime defences adopted in Russia.

The principal problems which had to be solved in armor-plated ship-building were the following:

First. The protection of vessels as much as possible from the danger of fire and sinking, wooden vessels being inevitably exposed to that from the destructive nature of the artillery of the present time; and

Second. The preservation of the lives of the crew from the terrible effects of firing, the common wooden vessels generally in use not offering them that protection at all.

The affair at Charleston demonstrated that both of these problems were most successfully solved by the monitors. They came out of a terrible and unprecedented fire without a hole in any part of the vessels under water; their entire loss of men was confined to one man killed and a few wounded. The losses and injuries sustained by them were of such a nature as could be easily guarded against in future, and there was no necessity to take them into dock, as the repairs were all done in Port Royal, one of the most insignificant ports in North America.

Until the present internal struggle called for extraordinary exertions, the federal army and navy were neglected. Public opinion in the United States looked with doubt and derision upon the trials and experiments that were made on a large scale by the European powers for the solution of the question of armored vessels. In 1861, in view of the rebellion taking enormous proportions, the public mind became impressed with the importance of the subject, and, on the report of the Secretary of the Navy, presented during an extra session of Congress, a competition was offered for the best system of construction of iron-clad or invulnerable vessels.

The commission of naval officers to whom was intrusted the examination of projects gave preference to three different systems; the vessels built according to those systems were named New Ironsides, Galena, and Monitor. The New Ironsides, constructed on the same main principles as most of the iron-clad frigates and floating batteries of the European powers, did not present anything new; this vessel is acknowledged generally to be a success, except, however, in regard to speed and turning. The Galena also presented nothing new; covered with a light iron armor supported by a weak backing, she proved very unsatisfactory. Afterwards her armor was taken off and she remained a common wooden vessel.

The Monitor, invented by Captain Ericsson, was built on entirely new principles; she was a covered box or raft, on which was placed a revolving turret. Any one who has observed the action of the waves on a common raft will understand the idea of the inventor. A raft does not rock on the waves, because the waves break over it; and if its parts can be bound together so firmly and effect-

ually as to resist the destructive action of the waves, and not allow the box itself to be filled with water, such a raft may be conveyed even through an open sea.

An example is known that a large wooden raft, made in Canada, was successfully taken to England, though certainly in going across the Atlantic it must have been most of the time submerged, as it happens now with the monitors.

Rejecting the high sides of vessels, to cover which thousands of pounds of iron would be required, the inventor of the Monitor has gained, in comparison with other armored vessels, the following advantages :

First. A comparative cheapness in construction.

Second. The insignificance of target presented to the enemy's fire.

Third. The safety of the submerged part of the vessel from shots.

Fourth. The possibility of using guns of the heaviest calibres, and capability to give great thickness to the turrets and side armor easier than it could be done on armored vessels of other systems.

The system of Captain Ericsson must not be confounded with the turreted system of Captain Coles. The latter places his turret on a common vessel with pretty high sides, for the protection of which by armor, as was mentioned before, an enormous weight of iron is required. Those are the advantages presented by Captain Ericsson's system. In relation to the execution of details, the first monitor presented an extensive field for improvement. The famous action in Hampton Roads at the beginning of 1862 compelled the government of the United States to choose this system of vessels for coast defence in preference to others.

Five large vessels-of-war very nearly became victims to the Merrimack, but were rescued by the timely arrival of the small Monitor, which forced the Merrimack to leave the field of battle.

In reference to artillery, the choice of the American government fell on the 15-inch Rodman gun. Up to that time the largest guns used in the navy were 11-inch Dahlgren guns, but the monitor system is able to use the largest guns, the defeating force of which is more effectual than that of the 11-inch guns.

From that time it may be said that this class of vessel is sufficiently tried in America. We will briefly bring forth some of the most noted occasions in which their merits were exhibited. In order of time, the following favorable news concerning monitors transpired: First was the report by Commodore Rodgers of the storm encountered by him on the Atlantic ocean on board the monitor Weehawken. This renowned naval officer went to sea in tow of a steamer in the same way as all monitors generally make their sea voyages. Near the capes of the Delaware, perceiving the approach of a storm, Commodore Rodgers sent his companion to the nearest port, determined to remain at sea himself to test the monitor under these circumstances.

In his report he praises the qualities of the Weehawken observed by him during the storm. The other monitors have repeatedly made sea passages during the tempestuous winter time. Out of their number only the first monitor was lost, and that from causes more or less accessory.

After this we have the intelligence of the action on the Ogeechee against sand batteries; the distance was from 400 to 600 fathoms, impediments preventing a nearer approach; several other vessels, armed partly with mortars, participated in the action. The fortifications were completely demolished, though repaired during the night. The absence of land forces prevented the driving of the enemy out of the forts, as the execution of the artillery alone, at a distance of 400 fathoms, was insufficient for that purpose. One of the enemy's cruisers, the Nashville, attempted to break through the monitors, but a 15-inch shell decided her fate.

Thereupon follows the attack on Fort Sumter. A careful study of this affair shows that the injuries sustained by the monitors were, more or less, of a light character. Many weak points were discovered, also many defects requiring

alterations on the vessels already built, and some changes in those that were in process of building; but the main principle on which the system of building these vessels was founded came out of this effective trial with a complete triumph.

The next trial was of a real naval character—a combat between two iron-clads, the monitor Weehawken against the Atlanta. On both sides much was expected from the issue of this battle, but almost the first shot from the 15-inch gun of the Weehawken decided the affair in her favor.

The monitors continue to play, if not the principal, still, however, an important part at the siege of Charleston. Continually exposed to the fire of the enemy for several months, they obstinately occupy their position in an almost open roadstead, maintaining a successful blockade of Charleston. All these circumstances certainly speak a great deal more for the usefulness of the monitors than against them. The last accident to the Weehawken, which unexpectedly foundered in the midst of a whole squadron of similar vessels, while at an anchorage at which those vessels have remained so long a time with impunity, is not investigated, and it may be will only show that these vessels require particular precautions and care, and that it is impossible to treat them as common vessels.

Such, in short, is the substance of the knowledge we have of the monitors.

In Russia, the navy department, in the person of his highness the general admiral and his nearest assistants, did not cease to follow from the beginning the trials of armored ship-building in other states, but with prudent caution it was decided not to do anything until the new vessels had been sufficiently tested. In consequence, after the first battle between iron-clad vessels in America, the navy department immediately sent out there several officers belonging to different branches of the naval service to study those new vessels on the spot. Those persons fulfilled the commission with which they were charged in the most successful manner. Their reports confirmed the navy department in its conclusions that out of all known systems of iron-clads the monitor was preferred for our coast defences, especially in our shallow waters. The protection of Cronstadt, our principal naval port, an object of constant and particular solicitude of our navy department, presents besides such local conveniences for the use of those vessels as cannot be found everywhere. In consequence of all this, several vessels were commenced on the exact model of the American monitors. These vessels, destined exclusively for the protection of Cronstadt, rapidly and successfully move to completion. All the improvements, the necessity of which has been proved by experience in America, will be introduced on our vessels, and it is expected that those vessels will be a very effective and necessary addition to our land defences of Cronstadt.

At the same time the navy department did not neglect to adopt all measures to provide the new vessels with the most perfect artillery, and we hope that our single-turreted vessels, representing the exact copy of the American monitors, will be armored with formidable artillery, combine all the new improvements, and give satisfaction to all the demands of contemporary military science.

In addition to this, we did not stop on one system exclusively. With prudent calculation, concentrating all our efforts on means exclusively defensive, we shall have at the same time, besides the monitors, a few iron-clad vessels representing models of all the principal systems now in use, and which could be adapted to our exclusive and local condition.

In conclusion, we may say we have before us an extensive and vast road for the further study of this question, and investigation of those improvements which are called forth by numerous imperfections of all the systems of iron-clad vessels known at the present time.

In examining the reports of the captains of the monitors which participated in the bombardment of Fort Sumter, knowing exactly the kind of battle the

monitors were engaged in, the injuries received by them, and remembering that, notwithstanding a severe concentrated fire from the numerous southern forts, the federal fleet had only one man killed and two wounded, we come inevitably to the conclusion that the attack on Charleston positively proves the monitors capable to compete, and probably with chances of success, with the best iron-clad vessels of the French and English navies.

It is true that, from injuries received in this battle, the Keokuk was sunk; but it must not be forgotten that, having been constructed on a different system, she was fastened imperfectly in comparison with her companions, the injuries to which, though important, were for the most part of such a character as will be easily provided against on the monitors that are now being built in our yards and factories.

For instance, on board the vessels that participated in the action of the 7th April, 1863, a great many bolts that fastened the turret-plates were broken. In the pilot-houses and turrets, where there was no inside iron sheathing, the captains and the men at the guns were exposed to great danger from the nuts and ends of bolts rebounding inside. Those nuts and pieces of bolts falling between the foundations of turrets and decks prevented the turret from revolving. The fire of the monitors also was not so very effective from continual stoppages of the guns. Finally, there were some few more or less important defects and errors.

A well-considered new system of fastening iron plates in turrets, taken from experience, a large iron ring covering the space between the lower part of the turret and the deck, and the 9-inch cast-steel gun, are the means from which we expect a great deal.

Notwithstanding the defects of the American monitors, the strength shown by them during the bombardment is truly astonishing. The southerners were firing from guns of the heaviest calibres at distances which probably were carefully measured before the commencement of the action—these distances being smaller than half the distance of an ordinary pointing fire—and yet not one of the monster charges penetrated the turrets. The strongest experience of this kind was sustained by the Passaic, and what was the result? A shot from a gun of a heavy calibre struck the upper edge of the turret, broke eleven plates, but did not penetrate the turret, though the strength of the shock was such that the projectile, rebounding upwards, made an indentation of $2\frac{1}{2}$ inches in the pilot-house and bent it on one side; and notwithstanding all this, in the turret proper of the Passaic, as well as in the turrets of the other monitors, there was no one killed or wounded—a result certainly very important, and which confirms the great superiority of the monitor system over all other systems of armor-plated vessels.

The fighting test through which the monitors have passed is certainly more effectual and decisive than the experiments made on plates representing the sides of a Warrior or a La Gloire; $4\frac{1}{2}$ -inch plates of those were fractured by occasional shots.

We may well ask what would have become of the vessels covered by such plates, and their sides presenting a large target, and if (as it happened with the Nahant) they would be exposed for some time to a concentrated fire of 100 guns at a distance less than 1,500 feet? It is not difficult to answer. Not only the Warrior with the La Gloire, but all those Minotaurs, Northumberlands, Magentas, and Solferinos, constructed on improved models, would be sunk in such circumstances; while the Nahant got out of the action with injuries comparatively not very important.

In examining the reports of the captains we can find several other places confirming the solidity of the monitors. With the exception of the Keokuk and Passaic, all the vessels of the squadron were in a condition to continue the fight, and it was only the signal of the admiral (to stop the battle) that made

them stop the attack. The monitors Weehawken, Montauk, Patapsco, and Catskill, after a hot action of forty minutes, had no serious injuries, not only in their turrets, but in any other parts of the vessels. In one word, from whatever side you look upon the results of the battle, they are positively favorable to the monitor system of constructing vessels, inasmuch as the same is subject to improvements which can be partly adopted on the monitors building at the present time, and unconditionally on those that are to be built. Passing to the reproach of slowness of fire from the monitors, it is easy to prove that, taking into consideration the present state of artillery, the number of projectiles fired within a certain specified time is not so very important as is the degree of destruction they produce. Five shots from the Weehawken were quite sufficient to force the Atlanta, a beautiful iron-clad corvette which cost the southerners a million of dollars, to strike her flag.

And it is certain that nine shots from a fifteen-inch gun fired by the Passaic in forty-five minutes would do a great deal of harm to the Warrior or Black Prince. In three-quarters of an hour the federal squadron let out 139 projectiles, excluding three shots that the Keokuk made, and remembering that the admiral's ship, the New Ironsides, scarcely participated in the fight, it appears that the mean number of shots fired from the fourteen guns of the remaining seven monitors during the action was nine, or one shot for every five minutes; a result, if not particularly brilliant, still very satisfactory, if we remember that the continual stoppages in firing are partly explained by inevitable accidents in first experiments, and for the most part are set aside by another system of artillery, possible improvements in loading guns and port stoppers.

In conclusion, it will not be amiss to remark, that, in examining the reports of the captains who participated in the bombardment of the 7th April, we are far from affirming that their vessels were perfect. No, certainly not. Monitors, like all other specimens of ship-building, have their defects. They are not easily managed; they are unsuited for passages of long duration; *for fight against fortresses they are nearly useless*; and notwithstanding this, it can be boldly asserted that, not only eight months ago, when we commenced their construction, but at the present time, after all the experiments and latest inventions, it is difficult to designate any other system for constructing coast vessels more useful for the defence of Cronstadt from an attack from sea, to navigate narrow and shallow channels, and particularly is there no other system more suitable to the means of construction we had in Russia in the summer of 1863.

The monitors that are being constructed at the Petersburg yards undoubtedly are not in a condition to cope with Cherbourg, or to take Portsmouth; but they will perform their part of duty, and will be of such use as to prevent an unmolested bombardment of the fortifications of the port of Cronstadt, which are so important to Russia.

Statement of vessels captured or destroyed in attempting to violate the blockade, and in battle, from November, 1863, to November, 1864, as shown by reports received at the Navy Department.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Schooner	Aretic.....		1863				
Schooner	Anita.....	Cotton	Nov. 15	At sea.....	Iodona.....	Washington	Condemned.
English schooner	Amelia Ann.....	Assorted	Oct. 27	At sea.....	Granite City.....	New Orleans	Do.
Schooner	Albert, or Wenona.....	do.	Nov. —	Brazos Santiago	do.		
British schooner	Antiochic.....		Nov. 30	Off Mobile.....	Kanawha.....	New Orleans	Destroyed.
Steamer	Antonica.....		Dec. 8	Cumberland beach.....	Brazilera.....		Run ashore.
			Dec. 20	Off Wilmington.....	Gov. Buckingham		
			1864.				
Sloop	Annie Thompson.....	Assorted	Jan. 16	St. Catherine's sound.....	Fernandina.....	Port Royal	
Schooner	Arletta, or Martha.....	Coffee.....	Mar. 3	Off Tybee island.....			Vessel destroyed; cargo saved.
Steamer	Alliance.....	Assorted	April 12	Off Savannah.....	S. Carolina, T. A. Ward	Boston	Condemned.
Mexican schooner	Alma.....	do.	April 19	Coast of Texas.....	Virginia.....	New Orleans	Do.
Schooner	Ananda.....	do.	May 14	Off Espiritu Santo Pass	Kanawha.....	do	Condemned.
Schooner	Agnes.....		May 12	Off Velasco, Texas.....	Chocoma.....	do	
Schooner	Ann C. Davenport.....	Lumber	May 13	Alligator river.....	Ceres and Rockland.....		
Steamer	Arrow.....	Cotton and tobacco.	July 28	Gatesville, N. C.....	Naval & army capture		
Steamer	A. D. Vance.....	Cotton	Sept. 10	At sea.....	Santiago de Cuba.....	Boston	
Steamer	Annie.....	Cotton, &c.	Oct. 31	Off New inlet.....	Kansas, &c.....		
Schooner	Annie Virden.....	Cotton	Oct. 5	Off Velasco.....	Mobile.....	New Orleans	
Steamer	Annie.....		Oct. 7	Near Cape Fear.....	Aster.....		Chased ashore and destroyed.
Schooner	Ann Louisa.....		Sept. 6	Lat. 26° 30' N.; long. 89° 30' W.	Profens.....	Key West	Blown up by expedition under Lieut. Cushing.
Rebel run.	Albemarle.....			Roanoke river.....	Torpedo boat.....		Sunk by the Kearsarge's fire.
Rebel steamer	Alabama.....	Armed vessel.	June 19	Off Cherbourg, France.....	Kearsarge.....		Scuttled.
Schooner	Bigelow.....	None.	Dec. 16	Bear inlet.....	Not known		Burnt.
Steamer	Bendigo.....		1864.				Lost on Ossabaw island, Mar. 22, [1864.
Sloop	Buffalo.....	Cotton	Jan. 3	Off Wilmington.....	Blockading squadron		Condemned.
Steamer	Bombshell.....		Feb. 1	St. Andrew's sound, Georgia	Brazilera.....	New York	
Steamer	Boston.....	Assorted	May 5	Off Plymouth, N. C.....	Mutabesett and others	Boston	
Steamer	Bat.....	Machinery	July 8	Off Wilmington.....	Port Jackson.....		
Steamer	Banshee.....		Oct. 10	do.....	Montgomery, &c.....		
Steamer	Banshee.....	Assorted	Nov. 21	do.....			
Steamer	Cornubia.....	Cotton	Nov. 8	Off New inlet.....	Grand Gulf and Fulton	New York	Do.
English steamer	Chatham.....		Dec. 16	Doboy sound.....	Huron.....	Boston	
Schooner	Ceres.....		Dec. 6	Cape Fear river.....	Connecticut and others	Washington, D. C.	
Schooner	Carolina.....	Cotton	Dec. 28	Coleckney river, Florida	Stars and Stripes.....		Destroyed.
Schooner	Concordia.....		Oct. 5	Calestien Pass.....	Granite City.....		Do.
Sloop	Caroline.....	Salt, &c.	Jan. 18	Jupiter inlet.....	Roebuck.....	Key West	
Steamer	Cumberland.....	Assorted	Feb. 5	At sea.....	De Soto.....	do.	

Schooner	Canilla	Cotton	Feb. 29	San Luis Pass.	Virginia	New Orleans	Destroyed.
Sloop	Cassir Holt		do	do	do		
Steamer	Caledonia		May 30	At sea.	Massachusetts and Key-stone State.		
Sloop	Caroline		June 10	Jupiter inlet.	Union	Key West	
Sloop	Cyclops	Cotton	June 12	Off Charleston.	Flag	Philadelphia	
Schooner	Coquette		Oct. 26	Potomac river	Adolph Hugel		
Steamer	Coudor		Oct. 1				Chased ashore.
Steamer	Constance		Oct. 5	Off Charleston.			Driven ashore & totally wreck'd.
Brig	Dashing Wave	Medicines	Nov. 5	Off Rio Grande.	Owasco, Virginia		
Steamer	Dare	In ballast.	Jan. 9		Aries		
Schooner	Defy		Feb. 3	Off Doboy light, Georgia.	Midnight	Washington	Chased ashore and wrecked.
Steamer	Dee	Assorted	Feb. 6	Near Masonboro'	Cambrig		Condemned.
Steamer	Don	do	Mar. 4	Off Beaufort, N. C.	Pequot	Boston	Destroyed.
Steamer	Donegal, or Austin	Munitions of war	June 6	Off Mobile bay	Metacomet	Philadelphia	Condemned.
Steamer	Ella and Anna		Nov. 9		Nippon		
Steamer	Ella		Nov. 10	Off Fort Fisher	Howquah	Boston	
Steamer	Eureka	Cotton	Nov. 22	At sea.	Aroostook	New Orleans	Do.
Schooner	Ella		Nov. 26	Masonboro' inlet, N. C.	James Adger	Washington	
British schooner	Edward	Lead and salt.	Dec. 24	Near Suwannee river	Fox, tender to S. Jacinto	Key West	Do.
British schooner	Exchange	Assorted	do	Coast of Texas	Antona	New Orleans	Do.
Schooner	Ellen	do	Jan. 16	Off Mobile.	Gertrude	New Orleans	Do.
British schooner	Eliza	Cotton	Jan. 19	Jupiter inlet, Florida.	Roebeck	Key West	
Steamer	Emily	Salt.	Feb. 10	Masonboro' inlet.	Florida		Destroyed.
Schooner	Experiment	Cotton	May 3	Coast of Texas	Virginia		Do.
Steamer	Emma		June 9	Near Charlotte harbor.	Rosalie, tender to Gem of the Sea.		
Steamer	Elsie	Cotton	Sept. 4	At sea.	Keystone State, Quaker City.	Boston	
Schooner	Emily	do	Oct. 19	Off San Luis Pass.	Mobile	New Orleans	
Schooner	Friendship	Munitions of war	Oct. 1	At sea.	Tennessee	New Orleans	Condemned.
Schooner	F. U. Johnson		Dec. 1	Off Alexandria, Va.	A. Hugel		Violation of revenue laws.
English schooner.	Fly		Jan. 11	Jupiter inlet, Florida.	Honeysuckle	Key West	
Steamer	Fanny and Jenny		Feb. 10	Off New inlet.	Florida		Chased ashore.
Sloop	Florida	Assorted	Mar. 20	At sea.	Honeysuckle	Key West	Condemned.
English schooner.	Fanny	do	April 19	Off Velasco.	Owasco	New Orleans	Do.
Schooner	Frederic the Second.	Cotton	May 3	Off Brazos river	Chocoma	do	Do.
Sloop	Fortunate	do	May 30	Near Indian river	Bermuda		Cargo saved & sloop destroyed.
Rebel steamer	Fort Gaines	Armed vessel.	Aug. 5	Mobile bay	W. Gulf block'gsquad n.		Morgan; guns and part of machinery saved.
Rebel steamer	Florida	do	Oct. —	Bahia, Brazil	Wachusett	New York	
Steamer	Grey Jacket	Cotton	Dec. 31	Off Mobile.	Kain bec		
Sloop	G. Garibaldi	Cotton	Feb. 4	Jupiter inlet.	Beauregard	Key West	

Statement of vessels captured or destroyed in attempting to violate the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Steamer	General Sumter.		1864.	Lake George	Daffodil and others		Taken for use of government.
Schooner	Good Hope	Salt and dry goods	Mar. 12	At sea.	Fox, tender to S. Jacinto		Destroyed.
Steamer	Greyhound	Assorted	April 18	At sea.	Connecticut	Boston	Condemned.
Sloop	General Finnegan.	do	May 10	Chascewitzka river.	Ariel, tender to S. Jacinto	Key West	Sunk.
Steamer	Georgiana McCaw		June 28	Off Wilmington, N. C.	Maratanza	Boston	
Steamer	Georgia		Aug. 15	Coast of Portugal.	Niagara.		
Steamer	General Beauregard		1863.	Off Wilmington.			Destroyed.
Steamer	Herald	Assorted	Dec. 12	At sea.	Tioga.	Boston	Condemned.
Steamer	Hebe.	Assorted	Sept. 18	Off New inlet, N. C.	Nippon and others		Destroyed.
Schooner	Herald.	Assorted	Oct. 23	Off Fryingpan shoals	Calypso.	Washington	Condemned.
Sloop	Hancock	do	Dec. 24	Tampa bay	Sunflower.		
Sloop	Hope.	Cotton	1864.	Jupiter inlet.	Beauregard.	Key West	
Sloop	Hannah	do	Feb. 4	Off Mosquito inlet	do	do	
Schooner	Henry Colthurst	Powder	Mar. 11	San Luis Pass	Virginia.	New Orleans	
Steamer	Hattie.	Assorted	Feb. 20	Near St. John's, Florida.	Daffodil and others		Taken into government service.
Steamer	Hard Times	Lumber	Mar. 14	St. Mary's river.	Para.	do.	do.
Sloop	Hope.	Cotton and tobacco.	Mar. —	Sapelo sound.	Lodona.		
Steamer	Hope.	Machinery.	July 10	Off Wilmington.	Eolus.		
English schooner	Indian		Oct. 22	At sea.	Vicksburg	Washington	
Steamer	Isabel	Munitions of war.	April 10	Off Galveston	Admiral.	New Orleans	
Steamer	Ivanhoe		May 28	Off Mobile.	Fleet off Mobile.		Chased ashore and destroyed.
Steamer	Ida.	Cotton	July 4	Sapelo sound	Suoma.		Taken by government.
Schooner	Jupiter.	Assorted	July 8	At sea.	Cinnaron & Nantucket.	Philadelphia	Condemned.
Schooner	Jane.	Cotton	Sept. 13	Off Rio Brazos.	Tennessee.		
Schooner	Jenny.	Cotton	Oct. —	Coast of Texas	Virginia.	New Orleans	
Steamer	John Scott	Assorted	Oct. 6	Off Mobile.	Kennebec and others.	do	Do.
Schooner	John Douglass.	Cotton	1864.	Off Velasco, Texas.	Penobscot	do	Do.
Sloop	Josephine	do	Jan. 7	Saversota sound.	Sunflower		
Mexican schooner	Juanita	Stores.	Mar. 24	Off San Luis Pass.	Virginia.		Destroyed.
Schooner	Julia A. Hodges	Cotton	April 11	Matagorda bay	Estrella.	New Orleans	Turned over to prov't marshal.
Schooner	Judson	Cotton	April 6	Off Mobile bar.	Conemaugh.		
Steamer	Jupiter.	Salt.	April 30	At sea.	Proteus.	Boston	Condemned.
Sloop	Julia.	Assorted	June 27	Off Sapelo sound	Nipsic.	Key West	Appraised at \$300; condemned.
Schooner	James Williams	Cotton	do	Off Galveston	Penobscot	New Orleans	Condemned.
Schooner	John		July 12	Off Velasco.	Augusta Dinmore.	do	
Sloop	James Sandy		Sept. 11	Off Alexandria, Va.	Adolph Hugel		
Sloop	Kate Dale		Oct. 28	Tampa bay.	Tahoma and Adela		Destroyed.
			1863.				
			Oct. 16				

Steamer	Boat	Schooner	Schooner	1864.	Merchandise	1864.	Stars and Stripes	Key West	Condemned.
Laura	Lydia	Louisa	Linda	Jan. 18	Cotton & turpentine	Ocockney river	Beauregard	Key West	
Louisa	Louisa	Louisa	Linda	Feb. 4	Munitions of war	Jupiter inlet	Queen	do	
Louisa	Louisa	Louisa	Linda	Feb. 11	Assorted	Off Brazos River Pass.	Beauregard and Norfolk packet	New Orleans	
Louisa	Louisa	Louisa	Linda	Mar. 11	Assorted	Off Mosquito inlet	Beauregard	Key West	
Louisa	Louisa	Louisa	Linda	Feb. 28	do	Off Velasco, Texas	Penobscot	New Orleans	Do.
Louisa	Louisa	Louisa	Linda	Mar. 1	Salt	Off Indian river	Roebuck	Key West	Do.
Louisa	Louisa	Louisa	Linda	Apr. 17	do	Off Velasco	do	New Orleans	
Louisa	Louisa	Louisa	Linda	Apr. 21	Cotton	do	do	do	
Louisa	Louisa	Louisa	Linda	June 30	Assorted	Jupiter inlet	Roebuck	Boston	
Louisa	Louisa	Louisa	Linda	July 9	Cotton	At sea	Gettysburg	do	
Louisa	Louisa	Louisa	Linda	Aug. 24	Assorted	At sea	Keystone State & others	Boston	
Louisa	Louisa	Louisa	Linda	Sept. 25	Cotton	Off New inlet, N. C.	Nippon and others	Boston	Destroyed.
Louisa	Louisa	Louisa	Linda	Nov. 2	Cotton, &c.	Lat. 32° 40' N.; long. 77° 48' W.	Santiago de Cuba	Boston	
Louisa	Louisa	Louisa	Linda	Oct. 15	Assorted	Off San Luis Pass	Mobile	New Orleans	Condemned.
Louisa	Louisa	Louisa	Linda	Oct. 12	do	Near Aransas Pass	Choctaw	do	
Louisa	Louisa	Louisa	Linda	Oct. 31	Cotton	Off Wilmington	Calypso, Eolus, Fort Jackson	New York	
Louisa	Louisa	Louisa	Linda	1863.	do	At sea	Honduras and others	Key West	
Louisa	Louisa	Louisa	Linda	Oct. 15	Cotton and specie.	Near Cedar Keys	Annie, tender to Fort Henry	do	Do.
Louisa	Louisa	Louisa	Linda	Oct. 20	do	Off Wilmington	Keystone State & others	New York	Do.
Louisa	Louisa	Louisa	Linda	Nov. 5	Assorted	Off Rio Grande	Owaseo and Virginia	New York	
Louisa	Louisa	Louisa	Linda	Nov. 4	Cotton	Off Mobile	Keanebec	New Orleans	
Louisa	Louisa	Louisa	Linda	Dec. 9	do	Bayport, Florida	Two Sisters, tender to San Jacinto	Key West	Do.
Louisa	Louisa	Louisa	Linda	Nov. 27	do	Lat. 26° 15' N.; long. 82° W.	Ariel, tender to S. Jacinto	do	Do.
Louisa	Louisa	Louisa	Linda	Dec. 16	Spirits & medicines	Lat. 26° 22' N.; long. 97° W.	Antonia	Boston	Destroyed.
Louisa	Louisa	Louisa	Linda	Nov. 26	Cotton	Lat. 23° 48' N.; long. 78° 3' W.	Circassian	Pensacola	Condemned.
Louisa	Louisa	Louisa	Linda	Dec. 9	Assorted	Near Pensacola	Rermuda	do	
Louisa	Louisa	Louisa	Linda	Nov. 14	do	Sarasope Pass, Florida	Union	Key West	
Louisa	Louisa	Louisa	Linda	1864.	Cotton	Mosquito inlet	Beauregard	do	
Louisa	Louisa	Louisa	Linda	Jan. 13	Assorted	Jupiter inlet	Roebuck	do	
Louisa	Louisa	Louisa	Linda	Jan. 15	Cotton	Near Fort Fisher	Cambridge, Stars and Stripes	do	Destroyed.
Louisa	Louisa	Louisa	Linda	Jan. 10	Munitions of war	do	do	do	
Louisa	Louisa	Louisa	Linda	1862.	do	Jupiter inlet	Roebuck	Key West	Condemned.
Louisa	Louisa	Louisa	Linda	Jan. 19	Cotton	Off Wilmington	Grand Gulf	Boston	
Louisa	Louisa	Louisa	Linda	Mar. 6	Iron and shot	Lat. 28° 50' N.; long. 93° 5' W.	Aroostook	do	
Louisa	Louisa	Louisa	Linda	Mar. 11	Assorted	Off Galveston	do	New Orleans	Do.
Louisa	Louisa	Louisa	Linda	Mar. 12	Cotton	Archafalaya bay	Sciota	do	
Louisa	Louisa	Louisa	Linda	Apr. 4	do	Lat. 28° 50' N.; long. 95° 5' W.	Nyanza	do	
Louisa	Louisa	Louisa	Linda	Apr. 13	Assorted	Lat. 34° N.; long. 75° 28' W.	Rachel Seaman	do	
Louisa	Louisa	Louisa	Linda	May 9	Cotton, gold, tobacco, &c.	Lat. 25° 25' N.; long. 84° 30' W.	Connecticut	Boston	Do.
Louisa	Louisa	Louisa	Linda	Apr. 29	do	Off Washington, N. C.	Honeysuckle	do	
Louisa	Louisa	Louisa	Linda	May 5	do	Off coast of Texas	Valley City	do	Taken into service.
Louisa	Louisa	Louisa	Linda	July 8	Cotton	Lat. 22° 50' N.; long. 85° 47' W.	Kanawha and others	do	Destroyed.
Louisa	Louisa	Louisa	Linda	Sept. 10	Munitions of war	New River inlet	Magnolia	Boston	
Louisa	Louisa	Louisa	Linda	Feb. 4	do	do	Sassacus	do	Do.

Statement of vessels captured or destroyed in attempting to violate the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Steamer	Nan-Nan	Cotton	1864. Feb. 24	Suwannee river	Nita		Destroyed.
Sloop	Nina	Assorted	Feb. 27	Indian river	Roebuck	Key West	Condemned.
Sloop	Neptune	Cotton	May 6	Tampa bay	Sunflower	New York	Destroyed.
Steamer	Night Hawk		Sept. 29 1863		Niphon		Cargo condemned.
British schooner	Ocean Bird	Salt	Oct. 23 1864	Off St. Augustine inlet	Norfolk packet	Port Royal	
Sloop	Oscar	Cotton	May 1	Lat. 26° 5' N.; long. 83° 20' W.	Fox, tender to S. Jacinto	Key West	
English schooner	O K.	Assorted	April 27	Coast of Florida	Union	do	
Schooner	Oramoneta	Munitions of war	April 18	Off St. Augustine, Florida	Beauregard		
Schooner	Oregon		Aug. 24 1863	Biloxi bay	Narcissus	New Orleans	
Steamer	Powerful		Dec. 20 1863	Suwannee river	Fox, tender to S. Jacinto		Destroyed.
Steamer	Phantom		Sept. 23 1864	Near Rich inlet, N. C.	Connecticut	Do.	
Steamer	Presto		Feb. 2	Sullivan's island	Lehigh and others		Chased ashore and burned.
Steamer	Pet		Feb. 16	Off Lockwood's Folly inlet	Montgomery	Boston	Unseaworthy.
Sloop	Persis	Cotton	Mar. 12	Off Wassaw sound, Ga.	Massachusetts and others		Blown up.
Steamer	Perensey		June 9		Newbern		
Schooner	Pocahontas	Cotton and tobacco	July 8 1863		Azalia and Sweet Brier	Philadelphia	
Steamer	Robt. E. Lee, formerly Giraffe.	Munitions of war	Nov. 9	Off Wilmington.	James Adger	Boston	
British schooner	Ringdove	Salt, &c.	Dec. 17	Off Indian river, Fla.	Roebuck	Key West	Condemned.
Mexican schooner	Raton del Nilo	Coffee, sugar, &c.	Dec. 3	East of Padre island, Texas.	New London	New Orleans	
Steamer	Rosita	Assorted	1864. Jan. 28	Gulf	Western Metropolis		
Schooner	Roebuck	do	Jan. 7	Lat. 26° 23' N.; long. 83° 59' W.	San Jacinto		
Steamer	Ranger		Jan. 11	Near Lockwood's Folly inlet	Minnesota and others		
Sloop	Racer	Cotton	Jan. 31	Off Cape Canaveral	Beauregard	Key West	Destroyed.
Schooner	Rebel	Assorted	Feb. 29	Indian river	Roebuck	do	Do.
Sloop	Rosina		April 13	San Luis Pass	Virginia		
Sloop	Resolute	None	May 12	Cape Canaveral	Beauregard	Key West	
Steamer	Rose	Assorted	June 2	Off Georgetown	Wamsutta		
British schooner	R. S. Hood		June 9	Lat. 28° 2' N.; long. 77° W.	Proteus	Key West	
British steamer	Ronen		July 2	Lat. 32° 50' N.; long. 75° 40' W.	Keystone State	Boston	Run ashore and destroyed.
Sloop	Racer		Aug. 2 1863	Off Bull's bay	Hope	Beaufort	
Steamer	Scottish Chief		Oct. 16	Tampa bay	Tahoma and Adela		
British bark	Saxon		Oct. 30	Coast of Africa	Vanderbilt	New York	Destroyed.
British schooner	Sallie	Salt	Dec. 20	Off Wilmington	Connecticut	Washington	
Bark	Science	Assorted	Nov. 5	Off Rio Grande	Owasco and Virginia		

British schooner	Silvanus	1864.	Doboy sound, Ga.	Huron	Chased aground; vessel unseaworthy.
English schooner.	Susan	Jan. 11	Off Jupiter inlet	Roebuck	Cotton burnt and steamer sunk.
Schooner.	Swift	Jan. 9	Wassaw sound	Patasco	Wrecked.
Steamer.	St. Mary's	Feb. 9	St. John's river	Norwich and others.	Do.
Steamer.	Spunky	do	Fort Caswell, N. C.	Penobscot	Abandoned on way to Washington; portion of cargo saved.
Schooner.	Stingray	Feb. 29	Off Velasco, Texas	New Orleans	Condemned.
Schooner.	Scotia	Mar. 1	Lat. 32° 34' N.; long. 77° 18' W.	Connecticut	Do.
Schooner.	Sophia	Mar. 3	Altamaha sound, Ga.	Dan Smith and others	Do.
Schooner.	Sylphide	Mar. 9	Off coast of Texas	Virginia	Do.
Sloop.	Swallow	Mar. 20	Off Elbow light	Tioga	Do.
Schooner.	Spunky	Apr. 7	Off Cape Canaveral	Beauregard	Do.
Steamer.	Siren	June 5	South of Cape Lookout	Key stone State	Do.
Sloop.	Sarah Mary	June 26	Mosquito inlet	Norfolk packet	Do.
Steamer.	Selma	Aug. 5	Mobile bay	W. Gulf block'g squad'n	Do.
Steamer.	Three Brothers	1863.	Potomac river	Currituck and Fuchsia	Do.
Spanish bark	Teresita	Oct. 21	Near Rio Grande	Granite City	Do.
British sloop.	Two Brothers	Nov. —	Off Indian river	Roebuck	Do.
Schooner.	Three Brothers	Feb. 25	Homasassa river	Nita	Do.
Steamer.	Tristram Shandy	Apr. 11	Lat. 34° 6' N.; long. 77° 27' W.	Boston	Do.
Steamer.	Thistle	May 15	Lat. 32° 38' N.; long. 75° 55' W.	Fort Jackson	Do.
Steamer.	Terrapin	June 4	Off Indian River inlet	Roebuck	Do.
English schooner.	Tennessee	July 10	Mobile bay	W. Gulf block'g squad'n	Do.
Rebel ram.	Tennessee	Aug. 5	Near New inlet	Nansemond	Do.
Steamer.	Venus	1863.	Off Rio Grande	Owaseo and Virginia	Do.
Brig	Volante	Oct. 21	Off Cape Canaveral	Beauregard	Do.
British schooner.	Volante	Nov. 5	Between Tubb's river and Little inlet, N. C.	Mercedita	Do.
Steamer.	Vesta	do	Lat. 26° N.; long. 86° W.	Gertrude	Do.
Steamer.	William	1864.	Off Suwannee river	Two Sisters, tender to San Jacinto.	Do.
British schooner.	Warrior	Jan. 12	St. Andrew's bay	Restless	Do.
Steamer.	William	Oct. 28	Stump inlet, N. C.	Norwich, &c.	Do.
Steamer.	William	Aug. 16	Florida coast	Virginia	Do.
British schooner.	Wm. A. Kain	1864.	Lat. 33° 5' N.; long. 76° 40' W.	Hendrick Hudson	Do.
Schooner.	Wild Dayrell	Jan. 22	Lat. 28° 46' N.; long. 90° 53' W.	Fort Jackson	Do.
Steamer.	Wm. Douglass	Feb. 1	Near Jupiter's inlet	Roebuck	Do.
Schooner.	Wild Pigeon	Feb. 15	Entrance to Pearl river, Miss.	Grand Gulf	Do.
Schooner.	Wando	Mar. 21		Elk	Do.
Steamer.	Watchful	Oct. 21			Do.
Schooner.	Young Racer	Oct. 21			Do.
British sloop.	Young Republic	Sept. 27			Do.
Steamer.	Young Republic	Jan. 14			Do.
Sloop	Yankee Doodle	May 6			Do.
		June 10			Do.

Statement of vessels captured or destroyed in attempting to violate the blockade, &c.—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Steamer.....		1863.				
Schooner.....	Powder.....	June 30.....	Coast of Louisiana.....	Cayuga.....		Chased ashore at Mobile.
Schooner.....	do.....	Oct. —.....	do.....	do.....		
Schooner.....		Oct. 7.....	Off Sabine Pass.....	do.....		Destroyed.
Sloop.....		do.....	do.....	do.....		Vessel destroyed; portion cargo saved.
Steamer.....		Dec. 31.....	Matagorda bay.....	Granite City, &c.....		Destroyed.
		1864.				
Twelve oyster boats.....		Feb. 1.....	York river.....	Morse.....	Washington.....	
Boat.....		Feb. 13.....	do.....	do.....	do.....	
Sloop.....		do.....	do.....	do.....	do.....	Condemned.
Skiff.....		do.....	do.....	do.....	do.....	
Schooner.....		do.....	do.....	do.....	do.....	Do.
Schooner.....	Cotton.....	Mar. 11.....	Lat. 24° W.; long. 83°.....	San Jacinto.....	Key West.....	Driven ashore.
Schooner.....		Feb. 8.....	Cany creek, Texas.....	Queen.....		Discovered on fire.
Two canoes.....		Feb. 23.....	Running from Virginia to Maryland.....	Dragon.....		
Schooner.....	Cotton.....	Mar. 28.....	Matagorda bay.....	Estrella.....		Destroyed.
Twenty-two boats.....		April 18.....	Up the Rappahannock.....	Potomac flotilla.....		Do.
Twenty-six small boats.....		May 15.....	Turkey creek.....	Comodore Perry.....		Do.
Large barge.....		do.....	do.....	do.....		Do.
Seven boats (building).....		do.....	do.....	do.....		Boats scuttled.
Three boats.....	Cotton and turpentine.....	July 4.....	Lat. 27° 41' N.; long. 78° 54' W.....	Magnolia.....		Destroyed.
Steamer.....		Aug. 9.....	Off Charleston.....	Katskill.....		Too small to pay costs of adjudication.
Sail-boat.....	Merchandise.....	Sept. 2.....	Potomac river.....	Primrose.....		
Twenty-two boats.....		Oct. 4.....	do.....	Potomac flotilla.....		Condemned.
Nine boats.....		do.....	Piankatunk river.....	do.....	Washington.....	
		1863.				
Sloop boat.....	Salt, &c.....	Dec. 14.....	Indian river, Fla.....	Rocbuck.....	Key West.....	
		1864.				
Four scows.....		Aug. 5.....	Mobile bay.....	W. Gulf block'g squad'n.....		Surveys sent to Boston; boats taken into service.

Description of property in vessels captured or destroyed in attempting to violate the blockade.

Description of property.	Amount.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Cotton	12 bales	1863.	Near Appalachicola	Port Royal		Condemned.
Cotton	14 bags	July —	do	do		Do.
Cotton	64 bales and 2 packages	do	St. Joseph's bay	J. L. Davis	Key West	
Cotton	150 bales	Dec. —	Mississippi squadron	Osage		
Cotton	18 bales	do	do	Osage		
Cotton	50 bales	1864.	At sea	Vanderbilt		Thrown overb'd from chased steamer.
Cotton	67 bales	Jan. 6	Suwannee river, Fla.	Clyde	Key West	
Cotton	2,129 bales	Feb. 26		Mississippi squadron	Springfield	Partly condemned.
Molasses	28 barrels			do	do	Condemned.
Cotton	450 bales	Feb. —	Fort Pemberton	Expedition up Yazoo		
Rosin	25 barrels	Mar. 11	Up St. John's river	Pawnee's launch		
Turpentine	13 barrels	do	do	do		
Cotton	5 bales	Mar. 13	do	do		
Cotton	93 bales	Mar. 14	do	do		
Sugar	5 barrels	Mar. 16	do	do		
Railroad iron	500 or 600 bars	Mar. 21	do	do		
Sugar	2 barrels	do	do	do		
Bacon	1,000 pounds	April 18	Up Rappahannock	Potomac flotilla		
Horses	2	do	do	do		
Wheat	60 bushels	do	do	do		
Cotton	78 bales and 2 half bales	May 31	At sea	Vicksburg	Boston	
Cotton	109 bales	April 23	Suwannee river	Sagamore	Key West	
Cotton	88 bales	June 4	Off Cape Lookout	Keystone State	Philadelphia	
Cotton	34 bags	June 14	Wacassas river	J. S. Chambers and Clyde		
Cotton	27 bales	June 20	do	do		
Cotton	40 bales	June 26	At sea	Quaker City	New York	
Cotton	4 bales and 152 bags	July 7	do	Fort Jackson	Philadelphia	
Cotton	94 bales	do	Suwannee river	Sagamore and Clyde		
Cotton	90 bales	July 11	At sea	Connecticut	Philadelphia	
Cotton	2 bales	July 13	do	Massachusetts		
Cotton	161 bales and three half bales	July 26	do	Keystone State	Philadelphia	
Cotton	90 bales	July 28	Gatesville, N. C.	Whitehead		
Tobacco	80 boxes	do	do	do		
Cotton	82 bales	July —	At sea	Aries		
Cotton	235 bales	Aug. 7	do	Keystone State	Philadelphia	
Cotton	12 bags	Aug. 8	do	do	do	
Cotton	43 bales and 3,500 pounds loose	Aug. 7	do	Santiago de Cuba	do	
Cotton	30 bales	Aug. 10	do	Monticello	do	
Cotton	30 bales	do	do	Gettysburg		
Cotton	12,000 lbs. good, 1,200 lbs. pickings	do	do	Monticello and Mt. Vernon	Philadelphia	
Cotton	22 bales and 2 bags	do	Lat. 33° 9' N.; long. 76° 36' W.	Mount Vernon	Boston	

Joint army and navy expedition.
Do.

Description of property in vessels captured or destroyed in attempting to violate the blockade, &c.—Continued.

Description of property.	Amount.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
Cotton	23 bales	1864.	Off Beaufort	Mount Vernon		Condemned,
Cotton	42 bales and 11 bags	Aug. 13	Suwannee river	Clyde		
Rifles	9 and 160 rounds	Aug. 24	Masonboro' inlet	Nippon	Key West	
Cotton	80 bales	Aug. 25	At sea	Keystone State, Gettysburg	Philadelphia	
Cotton	52 bales	Aug. —	 do	R. R. Cuyler		
Cotton	83 bales	Sept. 9	Off Galveston	Selofa	New Orleans	
Cotton	81 bales	Sept. 11	Off Velasco	Augusta Dismore	do	
Cotton	38 bales	Sept. 13	Gulf of Mexico	Aroostook	do	
Cotton	4 bales	Sept. 30	Albemarle sound	Wyalsing	do	
Cotton	4,000 or 5,000 pounds	Sept. 16	Yellow Bluff, Florida	Hendrick Hudson	New Orleans	

Prizes adjudicated from the commencement of the rebellion to November 1, 1864.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Anna Belle	\$6,743 74	\$1,355 37	\$5,388 37	Key West.	July 12, 1862
Schooner Adeline	4,086 87	1,244 82	2,844 05	do.	Oct. 16, 1862
Schooner Aristides*	125 00	67 37	57 63	do.	
Schooner Agnes	24,162 76	1,761 96	22,400 80	do.	Feb. 17, 1863
Schooner Ariel	8,533 54	739 25	7,794 29	do.	Oct. 14, 1863
Schooner Avenger	1,190 01	233 70	956 31	do.	Oct. 17, 1863
Schooner Agnes	435 00	165 17	269 83	do.	Oct. 24, 1863
Schooner Adventure	2,046 97	521 63	1,525 34	do.	Oct. 17, 1863
Brig Amy Warwick	139,202 08	576 89	138,625 19	Boston.	July 14, 1863
Schooner Alma	3,748 06	885 32	2,862 74	do.	Nov. 5, 1863
Sloop Ann Squires	2,118 11	345 59	1,772 52	Washington.	Oct. 19, 1863
Schooner American Coaster	350 00	119 27	230 73	do.	Oct. 19, 1863
Ship Ameliat	30,346 32	†5,708 32	18,066 90	Philadelphia.	Dec. 3, 1862
Schooner Albion	9,564 57	2,077 85	7,486 72	do.	July 17, 1863
Brig Ariel	5,249 88	1,618 61	3,631 27	do.	July 17, 1863
Schooner Active	3,136 18	1,064 55	2,071 63	do.	July 18, 1863
Schooner Aquilla	30,104 72	1,877 90	28,226 82	do.	May 19, 1863
Sloop Amella	20,136 71	1,277 96	18,858 75	do.	May 1, 1863
Schooner Alert	6,741 67	1,506 22	5,235 45	do.	Sept. 15, 1863
Steamer Alice†	1,100 00	267 85	832 15	New York.	
Schooner Albion	1,966 86	1,115 91	850 95	do.	Nov. 25, 1863
Schooner A. J. View	16,262 38	2,227 95	14,034 43	do.	Nov. 5, 1863
Schooner Agnes H. Ward	19,675 28	2,771 26	16,904 02	do.	Feb. 11, 1863
Schooner Albemarle	500 00	249 35	250 65	do.	Nov. 25, 1863
Steamer Albemarle, schooners Old North State, Susan Ann Howard, and sloop Jeff. Davis	15,990 00	617 05	15,372 95	do.	Dec. 20, 1863
Sloop Annie	10,677 22	1,625 38	9,051 84	do.	July 17, 1863
Schooner Annie Sophia	1,529 92	795 71	834 21	do.	Mar. 2, 1863
Schooner Advocate	600 00	240 85	359 15	do.	July 21, 1863
Steamer Anna	18,423 82	3,139 28	15,282 44	do.	July 21, 1863

* No final decree.

† \$5,708 32 awarded to claimants.

‡ Taken by War Department. Not yet paid for.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Annie Dees.....	\$16,637 09	\$2,027 89	\$14,609 20	New York.....	Dec. 8, 1863
Steamer Anglia.....	95,110 21	10,260 31	84,849 90	do.....	Nov. 5, 1863
Schooner Alburgh.....	3,106 54	1,784 74	1,321 80	do.....	Dec. 2, 1863
Schooner Antelope.....	3,345 79	570 53	2,775 26	do.....	Dec. 17, 1863
Schooner Annie.....	2,405 00	1,074 97	1,330 03	do.....	Feb. 29, 1864
Schooner Active.....	3,410 00	483 40	2,926 60	Washington.....	Feb. 29, 1864
Schooner Alma.....	4,232 60	595 85	3,136 75	do.....	July 28, 1864
Schooner Annie B.....	4,547 98	621 08	3,926 90	Key West.....	June 4, 1864
Schooner Ascension.....	5,448 93	716 89	4,732 04	do.....	Feb. 29, 1864
Schooner Avon.....	4,251 11	850 37	3,400 74	do.....	Feb. 29, 1864
Sloop Angelina.....	2,793 15	905 23	1,887 92	New York.....	Feb. 29, 1864
Steamer Ann.....	53,071 12	5,736 95	47,334 17	do.....	Feb. 29, 1864
Boat Alligator.....	119 90	118 35	1 55	Key West.....	
Boat Anna Maria.....	5,002 12	662 21	4,339 91	do.....	Feb. 29, 1864
Schooner A. J. Hodge.....	2,120 39	327 57	1,792 82	do.....	Mar. 17, 1864
Schooner Arctic.....	3,410 00	483 40	2,926 60	Washington.....	Feb. 29, 1864
Schooner Albert.....	11,434 08	3,237 02	8,197 06	New York.....	Mar. 17, 1864
Schooner Anna.....	2,530 67	351 80	2,178 87	Key West.....	Mar. 17, 1864
Schooner Ann.....	3,299 40	308 22	2,991 18	do.....	Mar. 17, 1864
Schooner Alabama.....	9,867 38	1,291 56	8,575 82	do.....	Mar. 17, 1864
Sloop Ann.....	50 00	60 15	No proceeds.	do.....	
Schooner Ann.....	322 61	147 21	175 40	do.....	Mar. 29, 1864
Steamer Ariès.....	147,008 46	3,036 48	143,971 98	Boston.....	Mar. 22, 1864
Steamer Antona*.....	126,390 65	4,526 60	121,864 05	New York.....	
Steamer Atlanta.....	350,829 26	789 30	350,039 96	Boston.....	April 23, 1864
Boat Alicet.....	597 62	143 66	453 96	Key West.....	
Steamer Alonzo Childs.....	5,000 00	275 91	4,724 09	Springfield.....	Mar. 29, 1864
Schooner Anita.....	75,489 99	5,650 70	69,839 29	New Orleans.....	April 12, 1864
Schooners Active and Blue Bell.....	875 10	172 71	702 39	do.....	April 12, 1864
Steamer Alabama.....	131,364 10	10,412 60	120,951 50	do.....	April 23, 1864
Steamer Alice Vivian.....	237,300 81	20,240 28	217,060 53	Key West.....	April 12, 1864
Steamer Alliance.....	25,041 96	1,760 22	23,281 74	Boston.....	July 21, 1864

Schooner Alma	3,531 00	745 14	2,785 86	New Orleans	July 28, 1864
Schooner Agnes	74,361 30	3,822 74	70,538 56	do.	Oct. 7, 1864
Schooner British Empire	3,929 73	504 76	3,423 97	New York	Nov. 20, 1863
Schooner British Queen	2,108 31	999 90	1,108 41	do.	Nov. 25, 1862
Boats, 3 sail, and cargoes	1,463 87	277 00	1,186 87	Washington	Aug. 8, 1862
Schooner Blossom	270 88	86 81	184 07	do.	Aug. 15, 1862
Boat, 1 life	1,106 95	273 79	833 16	do.	Oct. 19, 1863
Boat, 1 yawl	682 70	168 36	514 34	do.	Oct. 19, 1863
Boat, a flat-bottomed†	387 79	119 11	268 68	do.	Oct. 19, 1863
Steamer Britannia	173,670 55	3,974 83	169,695 72	Boston	Oct. 26, 1863
Schooner Beauegard	2,146 67	291 75	1,854 92	Key West	Oct. 26, 1863
Schooner By-George	512 76	209 45	303 31	do.	Oct. 24, 1863
Schooner Brave	893 18	196 85	696 33	do.	Oct. 24, 1863
Schooner Bettie Kratzer	4,642 00	1,081 28	3,560 72	Philadelphia	Feb. 18, 1864
Sloop Bright	5,672 85	614 95	5,057 90	Key West	Feb. 29, 1864
Schooner Brothers	7,641 38	1,575 78	6,065 60	do.	June 4, 1864
Boat, sloop, name unknown	533 78	144 04	389 74	do.	Mar. 29, 1864
Boat Buckshot	1,918 05	294 77	1,623 28	do.	Mar. 29, 1864
Sloop Blazer	8,836 65	884 59	7,952 06	do.	Mar. 29, 1864
Boat, name unknown	31 75	32 01	No proceeds	do.	Mar. 29, 1864
Schooner Betsey	1,700 00	865 42	834 58	New Orleans	April 12, 1864
Brandy, 29 cases of, &c	183 00	123 32	59 68	do.	April 12, 1864
Schooner Belle	1,439 31	678 85	760 46	New York	April 12, 1864
Boat, sail, 1	452 55	221 71	230 84	New Orleans	April 12, 1864
Boats, sail, 3**	1,078 15	361 65	706 50	do.	April 12, 1864
Boat and cargo, 1	29 75	-----	No proceeds	Washington	-----
Boats and cargoes, 4	492 57	274 19	218 38	New Orleans	June 4, 1864
Boots, 1 case, &c.††	355 95	95 39	260 56	Springfield	-----
Steamer Boston	23,036 03	2,308 49	20,727 54	Boston	Oct. 10, 1864
Steamer Banshee	111,216 65	6,268 17	104,948 48	New York	Oct. 25, 1864
Schooners Comet, J. J. Crittenden, and sloop America	2,600 00	322 85	2,277 15	do.	Oct. 22, 1863
Schooner Captain Spedden††	1,387 50	289 50	1,098 00	do.	-----
Cotton, 282 bales, per Napoleon	62,179 36	13,680 90	48,498 46	do.	Dec. 31, 1863
Schooner Crenshaw	51,016 82	5,192 22	45,824 60	do.	Dec. 2, 1863
Steamer Calhoun	45,531 00	2,118 60	43,412 40	Philadelphia	Dec. 1, 1863
Steamer Catalina	6,095 05	994 04	5,101 01	do.	May 2, 1863
Steamer Cambria and part of cargo	191,424 54	12,383 56	179,040 98	do.	May 2, 1863
Steamer Calypso	80,265 03	4,930 10	75,334 93	do.	Jan. 19, 1864

* Discrepancy between amount decreed for distribution and amount of funds deposited—is being investigated.

† Waiting for prize list of the Dan Smith.

‡ Distributed under acts of March 3, 1819, and August 5, 1861.

|| Waiting for prize list of bark Restless.

** Waiting for prize list of yacht Corypheus.

†† Waiting for prize list of the Robb.

‡‡ Waiting for prize list of the Water Witch.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Cotton, 28 bales.....	\$2,212 16	\$446 92	\$1,765 24	Philadelphia.....	Jan. 4, 1864
Cotton, 30 bales.....	6,276 05	859 25	5,416 80	do.....	Jan. 4, 1864
Cargo of 4 canoes*.....	575 00	301 40	273 60	Washington.....	
Sloop Clara Ann.....	1,360 75	308 12	992 63	do.....	Jan. 11, 1864
Schooner Charlotte.....	31,369 19	1,425 93	29,943 26	Boston.....	Jan. 12, 1863
Schooner Cubat.....	2,811 49	1,390 39	1,421 10	do.....	
Schooner Curlew.....	6,902 00	1,546 45	5,355 55	Key West.....	Nov. 26, 1862
Schooner Corelia.....	1,430 62	494 96	935 66	do.....	July 18, 1863
Steamer Columbia.....	151,523 20	15,419 82	136,103 38	do.....	Oct. 6, 1863
Schooner Courier.....	3,647 10	613 62	3,033 48	do.....	Oct. 14, 1863
Schooner Carmita.....	2,426 98	498 92	1,928 06	do.....	Oct. 17, 1863
Cargo of 9 boats and sloop Queen of the Fleet.....	3,105 79	574 83	2,530 96	Washington.....	Nov. 20, 1863
Canoe, 1; flatboat, 1†.....	1,101 41	279 14	822 27	do.....	
Schooner Cora.....	624 50	526 90	97 60	Philadelphia.....	Nov. 25, 1862
Cotton, 208 bales.....	28,922 90	1,784 30	27,138 60	Springfield.....	Oct. 16, 1863
Cotton, 52½ bales.....	14,037 90	276 25	13,761 65	Boston.....	Nov. 9, 1863
Cotton, 37½ bales.....	8,542 26	207 19	8,335 07	do.....	Nov. 5, 1863
Cotton, 282 bales, 222 barrels rosin, and 2,000 staves.....	62,179 36	13,680 90	48,498 46	New York.....	Dec. 31, 1863
Cotton, 27 bales.....	6,576 15	406 43	6,169 72	Springfield.....	June 11, 1864
Cotton, 42 bales, &c.....	13,784 52	708 98	13,075 54	do.....	Dec. 3, 1864
Cotton, 5 bales.....	1,017 72	138 56	879 16	do.....	April 12, 1864
Cotton, 17 bales.....	3,542 64	268 12	3,274 52	do.....	June 4, 1864
Cotton, 55 bales.....	15,434 52	717 63	14,716 89	do.....	June 11, 1864
Canoe and cargo.....	292 41	130 47	161 94	Washington.....	Nov. 17, 1864
Cotton, 12 bales.....	3,552 72	245 78	3,306 94	Springfield.....	April 12, 1864
Cotton, 20 bales.....	4,971 70	295 20	4,676 50	do.....	June 11, 1864
Schooner Charleston.....	13,872 49	2,646 65	11,225 84	Philadelphia.....	Feb. 29, 1864
Steamer Cronstadt.....	301,940 60	7,675 92	294,264 68	Boston.....	Jan. 28, 1864
Steamer Cherokce.....	152,507 02	4,732 47	147,774 55	do.....	Feb. 9, 1864
Cotton, 39 bales.....	7,923 09	604 75	7,318 34	Key West.....	Mar. 29, 1864
Cotton, cargo of Emma, 120 bales.....	31,499 60	2,294 01	29,205 59	Philadelphia.....	Jan. 23, 1864
Schooner Caroline and Virginia.....	3,050 00	1,007 47	2,042 53	do.....	Jan. 27, 1864

Steamer Caroline.....	106, 008 11	6, 853 85	99, 154 26		Feb. 29, 1864
Schooner Charnetý.....	700 00	129 00	571 00	Key West.....	
Sloop Clara Louisa.....	153 00	90 11	62 89	do.....	
Sloop Clotilda.....	7, 533 86	762 39	6, 771 47	do.....	Feb. 29, 1864
Schooner Crazy Jane.....	1, 357 05	253 00	1, 104 05	do.....	Feb. 29, 1864
Schooner Clara.....	3, 898 26	744 71	3, 153 55	do.....	Mar. 12, 1864
Sloop C. Rontereau 	1, 842 55	490 84	1, 351 71	Philadelphia.....	Mar. 17, 1864
Steamer Cuba, cargo of.....	778 74	129 54	649 20	Key West.....	
Steamer Comet, No. 2.....	3, 669 06	665 86	3, 003 20	do.....	Mar. 29, 1864
Schooner Clarita.....	2, 289 66	513 90	1, 775 76	do.....	Mar. 29, 1864
Cotton, 22 bales.....	3, 727 42	390 68	3, 336 74	do.....	Mar. 29, 1864
Cotton, 139 bales.....	39, 192 93	3, 559 67	35, 633 26	do.....	Mar. 29, 1864
Cotton, 114 bales.....	42, 459 13	2, 829 36	39, 629 77	do.....	Mar. 29, 1864
Steamer Comet.....	5, 461 73	728 32	4, 733 41	do.....	Mar. 29, 1864
Cotton, 14 bags¶.....	199 13	83 64	115 49	Springfield.....	
Cotton, 13 bales.....	2, 694 24	334 79	2, 359 45	Key West.....	Mar. 29, 1864
Schooner Charm.....	9, 756 25	1, 017 54	8, 738 71	do.....	Mar. 29, 1864
Corn, 250 bushels.....	62 00	6 49	1 51	do.....	Mar. 29, 1864
Cotton, 27 bales, cargo of schooner Mary Ann.....	8, 910 75	978 07	7, 932 68	New Orleans.....	April 23, 1864
Cotton, 3 bales and 2 crates**.....	1, 095 22	238 59	856 63	do.....	
Cotton, 179 bales.....	38, 312 98	1, 866 85	36, 446 13	Springfield.....	April 23, 1864
Cotton, 10 bales.....	2, 351 52	231 66	2, 119 86	Boston.....	April 23, 1864
Schooner Corse¶.....	5, 850 66	754 51	5, 096 15	Key West.....	
Cotton, 10½ bales.....	2, 735 11	394 60	2, 340 51	do.....	
Cotton, 64 bales.....	16, 867 72	1, 735 06	15, 132 66	do.....	June 1, 1864
Cotton, 154 bales and 5 hogsheds sugar.....	33, 901 53	7, 916 89	25, 984 64	do.....	June 2, 1864
Cotton, 6 bales**.....	1, 444 97	140 13	1, 304 84	Springfield.....	May 19, 1864
Cotton, 10 bales†.....	2, 202 48	168 86	1, 033 62	do.....	
Cotton, 3 bales†.....	334 56	107 35	227 21	do.....	
Cotton, 4 bales¶.....	498 02	114 05	383 97	do.....	
Cotton, 8 bales.....	1, 509 98	145 01	1, 364 97	do.....	May 19, 1864
Cotton, 14 bales.....	3, 124 78	203 31	2, 921 47	do.....	Nov. 26, 1864
Cotton, 3 bales and 2 pieces of bales.....	657 30	115 83	541 47	do.....	May 19, 1864
Cotton, 2, 129 bales, 23 barrels molasses, 18 bales wool 	465, 234 95	13, 732 79	451, 502 16	do.....	
Schooner Cecilia D.....	5, 399 88	1, 069 95	4, 389 93	New Orleans.....	May 21, 1864

* Waiting for prize list of the Currutuck.

† Part of cargo taken for use of army not paid for.

‡ Waiting for prize list of the Jacob Bell.

§ Waiting for prize lists of the Sagamore, Oleander, and Para.

|| Waiting for prize lists of the New Ironsides, Huron, Unadilla, Dandelion, and South Carolina.

¶ Waiting for prize lists of the Juliet, Great Western, and Rattler.

¶ Waiting for prize list of the General Stirling Price.

** Waiting for prize list of the Granite City.

‡ Waiting for prize lists of the Osage, Choctaw, Champion, and Fort Hindman.

§ Waiting for prize lists of the Juliet, Great Western, and Rattler.

§§ Waiting for prize list of the Lexington.

||| Distribution delayed to enable one vessel omitted in decree to prove her right to share—718 bales still pending.

¶¶ Waiting for prize list of the Dan.

*** Waiting for prize list of the Pittsburg.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Cassandra	\$40 00		No proceeds..	Washington	
Canoe, 1; 1 box tobacco	27 30		No proceeds..	Washington	
Schooner Champion	4,522 37	\$903 22	\$3,619 15	New Orleans	Nov. 26, 1864
Schooner Camille	32,960 89	2,782 99	30,177 90	do.....	Oct. 7, 1864
Cotton, 50 bales	7,254 19	841 50	6,412 69	New York	May, 1864
Cotton, 12 bales, and 14 bagsa	2,834 69	524 19	2,310 50	Key West.....	
Cotton, 11 bales*	3,023 34	287 21	2,736 13	do.....	
Cotton, 1 bale†	340 90	107 93	232 97	Springfield	
Cotton, 207 balest	80,777 86	3,767 04	77,010 82	do.....	
Cotton, 8 bales	2,584 37	197 49	2,386 88	do.....	July 25, 1864
Cotton, 8 bales§	2,910 89	210 06	2,700 83	do.....	
Cotton, 10 bales	4,115 70	267 37	3,848 33	do.....	July 25, 1864
Cotton, 16 bales 	7,479 08	403 33	7,076 75	do.....	
Schooner Calhoun	14,500 00	889 36	13,610 64	New Orleans	Dec. 1, 1864
Cotton, 24 bales**	8,125 71	335 21	7,790 50	Springfield	
Cotton, 75 balest†	497 00	192 87	304 13	New Orleans	
Cotton, 63 bales	36,391 08	2,651 30	33,739 78	Springfield	Oct. 7, 1864
Cotton, 5 bales	2,169 35	290 54	1,878 81	do.....	April 12, 1864
Cotton, 10½ bales	2,397 28	534 28	1,863 00	do.....	Oct. 12, 1864
Steamer Ceres	17,200 00	935 49	16,264 51	Washington	Nov. 12, 1864
Canoes, 25, and cargoes††	929 40	249 93	679 47	do.....	
Steamer Caledonia	13,353 00	1,149 28	11,903 72	Boston.....	Nov. 4, 1864
Schooner Delight	600 00	251 65	348 35	New York.....	July 21, 1863
Brig Delta	11,628 00	6,931 18	4,696 82	do.....	Nov. 25, 1863
Schooner Dixie	30,950 87	2,429 64	28,521 23	Philadelphia	Mar. 13, 1863
Schooner Defiance	3,773 78	1,073 40	2,700 38	do.....	Mar. 11, 1863
Schooner Director	285 10	128 99	156 11	Washington	May 4, 1862
Steamer Diamond	29,683 10	1,958 08	27,725 02	do.....	Jan. 11, 1864
Schooner Dart	2,390 84	520 95	1,869 89	Key West.....	Oct. 21, 1863
Schooner David Crockett‡‡	14,462 73	1,389 77	13,072 96	Philadelphia	
Sloop D. Sargent	5,417 97	1,094 91	4,323 06	New York.....	Feb. 29, 1864
Schooner Dart	3,258 22	493 10	2,765 12	Key West.....	Feb. 29, 1864

Schooner Defiance.....	3, 773 78	1, 073 40	2, 700 38	Boston.....	Mar. 11, 1863
Steamer Dolphin.....	36, 544 73	8, 382 88	28, 161 85	Key West.....	Mar. 17, 1864
Dry goods, lot of.....	465 45	169 51	295 94	Washington.....	Jan. 11, 1864
Schooner Defy.....	473 05	197 37	275 68	do.....	Oct. 12, 1864
Steamer Donegal.....	140, 000 00	4, 047 10	135, 952 90	Philadelphia.....	Oct. 27, 1864
Schooner Eugene.....	29, 061 42	2, 765 42	26, 296 00	Key West.....	Oct. 16, 1862
Schooner Emma.....	13, 352 52	4, 070 48	9, 282 04	do.....	Oct. 16, 1862
Schooner Eugenie Smith.....	2, 904 36	540 36	2, 364 00	do.....	Feb. 6, 1863
Schooner Elias Reed.....	21, 791 53	3, 401 45	18, 390 08	do.....	Oct. 9, 1863
Sloop Ellen.....	235 00	161 06	73 94	do.....	Oct. 24, 1863
Sloop Elizabeth.....	841 12	266 25	574 87	do.....	Oct. 23, 1863
Schooner Emily.....	15, 406 91	1, 115 37	14, 291 54	Washington.....	Oct. 19, 1863
Steamer Eureka.....	293 75	134 93	158 82	do.....	April 20, 1862
Schooner Emily Murray.....	500 00	356 34	143 66	do.....	Feb. 9, 1863
Schooner E. J. Waterman.....	8, 222 95	1, 194 58	7, 028 37	Philadelphia.....	Nov. 6, 1862
Sloop Express.....	859 25	541 17	318 08	do.....	Feb. 18, 1864
Schooner Edward Barnard.....	32, 068 74	3, 379 28	28, 689 46	New York.....	Nov. 26, 1862
Steamer Ellis and armament.....	18, 000 00	555 85	17, 444 15	do.....	Dec. 5, 1863
Sloop Express.....	600 00	247 65	352 35	do.....	July 21, 1863
Sloop Emeline.....	5, 380 33	970 13	4, 410 20	do.....	Dec. 24, 1863
Steamer Elmira.....	8, 038 30	634 47	7, 403 33	Springfield.....	Jan. 11, 1864
Schooner Emma.....	1, 486 15	878 50	607 65	Philadelphia.....	Feb. 18, 1864
Boat Emma.....	98 12	84 15	13 97	Key West.....	June 7, 1864
Boat Enterprise.....	872 00	172 56	699 44	do.....	April 12, 1864
Steamer Eagle.....	35, 475 33	5, 355 46	30, 119 87	do.....	Mar. 17, 1864
Steamer Ella Warley.....	102, 709 88	18, 976 31	83, 733 57	New York.....	Mar. 22, 1864
Schooner Emma Amelia.....	3, 649 52	503 94	3, 145 58	Key West.....	Mar. 17, 1864
Sloop Elisha Beckwith.....	2, 174 39	528 35	1, 646 04	do.....	Mar. 29, 1864
Schooner Emma Tuttle.....	5, 833 64	1, 332 52	4, 501 12	Philadelphia.....	Mar. 29, 1864
Steamer Eugenie.....	24, 239 67	1, 597 99	22, 641 68	Key West.....	Mar. 29, 1864
Steamer Eureka.....	27, 273 88	2, 665 00	24, 608 88	New Orleans.....	April 23, 1864
Steamer Elizabeth.....	83, 112 92	16, 862 74	66, 250 18	New York.....	April 12, 1864
Schooner Exchange.....	6, 052 87	1, 052 55	5, 000 32	New Orleans.....	April 23, 1864
Schooner Ellen.....	5, 557 23	970 58	4, 586 65	do.....	June 10, 1864
Schooner Edward.....	2, 343 64	203 66	2, 139 98	Key West.....	June 2, 1864
Schooner Excelsior.....	2, 630 88	678 31	1, 952 57	New Orleans.....	May 21, 1864
Steamer Emilie [¶]	28, 305 97	3, 929 13	24, 376 84	Philadelphia.....	

¶ Waiting for prize list of the Port Royal.

* Waiting for prize list of the Somerset.

† Waiting for prize list of the Lexington.

‡ Waiting for prize list of the Louisville.

§ Waiting for prize list of Marmora.

¶ Waiting for prize list of W. H. Brown.

† Waiting for prize list of the Flag.

** Adjudged to twenty-one vessels. No prize lists.

†† Waiting for prize lists of Narcissus and Cowslip.

‡‡ Adjudged to Potomac flotilla. No prize lists.

§§ Waiting for prize list of the America.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Experiment.....	\$20,785 18	\$1,460 11	\$19,325 07	New Orleans.....	July 28, 1864
Schooner Flash.....	2,485 61	1,117 18	1,368 43	New York.....	Dec. 1, 1863
Brig Falcon.....	3,655 93	1,263 29	2,392 64	do.....	Jan. 2, 1863
Schooner Florida.....	1,865 00	1,106 76	758 24	do.....	Nov. 20, 1863
Schooner Fairwind.....	2,250 00	900 93	1,349 07	Philadelphia.....	May 19, 1863
Schooner Fairplay.....	2,208 55	1,392 02	816 53	do.....	Oct. 19, 1863
Schooner Fannie Laurie.....	15,627 77	2,491 26	13,136 51	do.....	Mar. 17, 1864
Schooner F. J. Capron.....	910 00	181 74	728 26	Washington.....	April 29, 1862
Sloop Flying Cloud.....	225 00	126 48	98 52	do.....	Jan. 11, 1864
Schooner Fashion.....	231 88	138 23	93 65	Key West.....	Nov. 26, 1862
Schooner Frances.....	1,208 48	374 56	833 92	do.....	Oct. 15, 1863
Sloop Flying Fish.....	627 50	222 55	404 95	do.....	Oct. 21, 1863
Schooner Fannie Lee.....	19,940 54	*4,213 22 } 2,185 44 }	13,541 88	Philadelphia.....	Feb. 18, 1864
Sloop Florida.....	1,115 59	172 86	942 73	Key West.....	Mar. 17, 1864
Schooner Frolic.....	27,648 32	3,742 36	23,905 96	do.....	Mar. 17, 1864
Schooner Fashion, No. 2.....	1,395 99	336 70	1,059 29	do.....	Mar. 17, 1864
Schooner Five Brothers.....	7,313 65	1,084 37	6,229 28	do.....	Nov. 26, 1864
Schooner Florence Nightingale.....	37,362 61	2,904 04	34,458 57	do.....	June 22, 1864
Sloop Fashion.....	12,348 87	1,175 91	11,172 96	New Orleans.....	June 29, 1864
Schooner Friendship.....	3,209 94	850 37	2,359 57	do.....	April 12, 1864
Schooner Fanny.....	10,317 61	1,125 66	9,191 95	do.....	July 28, 1864
Schooner Frederick 2d.....	56,933 98	3,204 48	53,729 50	Key West.....	Oct. 7, 1864
Schooner Grace E. Baker.....	17,198 69	2,830 42	14,368 27	do.....	Oct. 6, 1862
Sloop Good Luck.....	1,401 83	220 09	1,181 74	do.....	Oct. 24, 1862
Goods, lot of.....	696 04	202 63	493 41	Washington.....	
Goods, lot of.....	197 46	116 50	80 96	do.....	
Schooner Gold Leaf.....	205 00	86 12	118 88	do.....	Jan. 11, 1864
Goods and money, lot of.....	288 65	170 45	118 20	do.....	Oct. 17, 1862
Ship General Parkhill.....	9,803 85	\$222 66 } 2,392 43 }	7,188 76	Philadelphia.....	
Schooner George G. Baker.....	6,840 60	2,050 75	4,789 85	do.....	Feb. 17, 1863

Schooner Guide.....	20,407 67	1,549 53	18,858 14	do.....	Nov.	6, 1862
Schooner Glide.....	22,980 84	1,609 21	21,371 63	do.....	Oct.	14, 1864
Schooner Garonne.....	3,130 70	1,079 44	2,051 26	New York.....	Mar.	11, 1863
Schooner Gipsey.....	9,162 97	1,397 23	7,765 74	do.....	Aug.	20, 1863
Schooner Granite City.....	68,829 81	4,253 44	64,576 37	do.....	Nov.	20, 1863
Steamer Gertrude.....	88,987 60	8,913 31	80,074 29	do.....	Nov.	20, 1863
Schooner George Chisholm.....	1,327 86	2,295 60	1,032 26	Washington.....	Feb.	18, 1864
Sloop Gophen.....	113 62	70 22	43 40	Key West.....	Feb.	29, 1864
Schooner Gipsey.....	744 23	469 49	274 74	do.....	Feb.	29, 1864
Sloop G. L. Brockenborough.....	12,128 59	2,718 19	9,410 40	do.....	Nov.	12, 1864
Schooner General Taylor.....	7,180 21	2,021 21	5,159 00	Philadelphia.....	Mar.	9, 1864
Schooner General Prim.....	17,302 25	1,527 00	15,775 25	Key West.....	Mar.	9, 1864
Goods, lot off†	702 08	211 23	490 85	Washington.....		
Steamer General Sigel, 4 boxes bitters, 12 boxes wine, 2½ barrels brandy, 5½ barrels whiskey**				Springfield.....	May	19, 1864
Steamer Greyhound.....	183 60	67 07	116 53	Boston.....	Aug.	24, 1864
Brig H. C. Brooks.....	497,858 55	12,896 54	484,962 01	New York.....	July	18, 1863
Steamer Henry Lewis.....	51,982 52	5,467 83	46,514 69	do.....	Nov.	25, 1863
Schooner Hannah M. Johnson.....	37,337 76	4,041 62	33,296 14	do.....	Nov.	25, 1863
Schooner Hallie Jackson.....	2,470 26	932 81	1,537 45	do.....	July	12, 1862
Schooner Henry Middleton.....	3,625 00	1,217 47	2,407 53	do.....	Jan.	2, 1863
Schooner Hettivan.....	24,607 05	4,394 59	20,212 46	do.....	Feb.	29, 1864
Bark Hiawatha.....	13,455 37	1,997 52	11,457 85	do.....	Feb.	6, 1864
Schooner Harriet Ryan.....	269,319 27	29,615 56	239,703 71	Philadelphia.....	Oct.	17, 1862
Schooner Havelock.....	1,718 53	824 68	893 85	do.....	July	22, 1863
Schooner Harvest.....	2,770 36	1,500 28	1,270 08	Washington.....	Oct.	19, 1863
Hoop skirts, 2 boxes whiskey, &c.	15,031 31	1,032 28	13,923 03	do.....	May	17, 1862
Schooner Hampton.....	200 08	87 72	112 26	Key West.....	Jan.	11, 1864
Schooner Henry Travers.....	5,586 42	684 80	4,901 62	do.....	Feb.	6, 1863
Schooner Hermosa.....	7,648 76	1,142 61	6,506 15	do.....	Oct.	8, 1863
Schooner Hattie.....	27,621 05	4,019 90	23,601 15	New York.....	Feb.	18, 1864
Schooner Hunter.....	64,399 30	5,247 67	59,151 63	Philadelphia.....	Feb.	18, 1864
Schooner Herald.....	12,658 10	1,142 23	11,515 87	Washington.....	Mar.	12, 1864
Schooner Harriet.....	2,584 72	377 30	2,207 42	Key West.....	Mar.	17, 1864
Schooner Handy.....	5,556 85	645 45	4,911 40	do.....	Mar.	17, 1864
Schooner Hortense.....	5,979 06	326 38	652 68	do.....	Mar.	17, 1864
Steamer Herald.....	2,647 73	350 86	2,296 87	Boston.....	April	12, 1864
	87,866 77	3,483 97	84,382 80			

* Liberated, \$4,213 22.

† Waiting for prize list of the George Maughan.

‡ Waiting for prize list of the Dan Smith.

§ \$222 66 awarded to claimants.

|| Waiting for prize list of the Roebuck.

¶ Waiting for prize list of the Cœur de Leon.

** Vessel not included.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Bark H. M. McGuinn*	\$700 00	\$376 75	\$323 25	New Orleans	May 21, 1864
Schooner Helena	5,595 51	922 02	4,673 49	do	June 8, 1864
Schooner Henry Colthirst	4,434 56	851 42	3,583 14	do	Oct. 16, 1862
Schooner Isabel or W. R. King	4,672 87	480 15	4,192 72	Key West	Feb. 17, 1863
Schooner Ida	784 15	455 10	329 05	do	Feb. 17, 1863
Brig Intended	8,874 90	1,865 48	7,009 42	Philadelphia	Feb. 17, 1863
Schooner Ida	486 74	230 16	256 58	Key West	Mar. 17, 1864
Sloop Isabella	76 87	65 58	11 29	do	Mar. 29, 1864
Schooner Independence	1,600 00	751 32	848 68	New Orleans	Nov. 26, 1864
Iron, railroad, 1,200 bars†	3,467 08	1,204 77	2,262 31	Philadelphia	
Iron, railroad, 658 bars†	5,942 62	1,734 75	4,207 87	do	
Schooner Island Bell	10,717 30	1,865 31	8,851 99	do	Nov. 17, 1864
Schooner John and Nathaniel Taylor†	1,700 00	294 85	1,405 15	New York	
Schooner J. W. Wilder	24,618 44	3,431 26	21,187 18	do	Dec. 1, 1863
Schooner Joana Warn	7,503 00	1,995 14	5,507 86	do	Jan. 31, 1863
Schooner J. G. McNeil	6,536 90	1,306 92	5,229 98	do	Oct. 20, 1863
Schooner James Norcom	2,200 00	319 85	1,880 15	do	
Schooner Julia Norcom	3,090 34	986 54	2,103 80	Philadelphia	Dec. 1, 1863
Schooner Julia Worden	17,347 96	1,419 22	15,928 74	Key West	Oct. 10, 1863
Sloop Julia	571 39	181 24	390 15	do	Oct. 17, 1863
Schooner Julia	9,942 56	1,572 65	8,369 91	Boston	April 27, 1863
Schooner J. C. McCabe	452 00	168 03	284 08	Washington	Oct. 19, 1863
Steamer Juno	135,102 00	4,608 44	130,393 67	Boston	Jan. 30, 1864
Sloop John Wesley	1,875 90	244 21	1,631 69	Key West	Mar. 17, 1864
Sloop Jane Adelle	6,699 71	667 24	6,032 47	do	Mar. 9, 1864
Sloop Julia	15,428 96	1,502 42	13,926 54	do	Mar. 9, 1864
Sloop Justina	1,720 53	454 68	1,465 85	do	Mar. 17, 1864
Schooner Juniper	2,228 59	502 32	1,726 27	do	Mar. 17, 1864
Schooner Joe Flanner	11,747 21	1,465 52	10,280 69	do	Mar. 29, 1864
Steamer Jeff. Davis†	500 00	47 45	452 55	Springfield	
Steamer James Battle	240,895 62	17,651 16	223,244 46	Key West	April 12, 1864
Schooner John Scott	37,728 84	3,110 22	34,618 62	New Orleans	April 23, 1864

Schooner J. T. Davis.....	9, 925 00	1, 465 04	8, 459 96	do.....	May	21, 1864
Schooner John Douglass.....	41, 011 62	3, 402 52	37, 609 10	do.....	June	18, 1864
Schooner Jupiter.....	35, 982 40	3, 299 80	32, 682 60	Philadelphia.....	Oct.	11, 1864
Schooner Judson.....	23, 495 74	1, 895 33	21, 600 41	New Orleans.....	Oct.	7, 1864
Steamer Jupiter.....	8, 331 73	1, 482 99	6, 848 74	Boston.....	Oct.	11, 1864
Schooner James Williams.....	5, 510 15	749 77	4, 760 38	New Orleans.....	Oct.	12, 1864
Schooner J. C. McCabe.....	452 11	168 03	284 08	Washington.....	Oct.	19, 1864
Schooner Kate.....	4, 188 33	593 23	3, 595 10	Key West.....	Oct.	23, 1863
Schooner Kate, cargo of.....	98 00	51 25	46 75	Washington.....	Oct.	23, 1863
Steamer Kate Dale.....	370, 708 39	14, 910 27	355, 798 12	Philadelphia.....	Jan.	6, 1864
Steamer Kaskaskia.....	1, 300 00	376 55	923 45	Springfield.....	Jan.	11, 1864
Steamer Kate.....	31, 180 00	1, 890 42	29, 289 58	New York.....	Feb.	16, 1864
Sloop Kate.....	3, 572 22	442 22	3, 130 00	Key West.....	July	6, 1864
Sloop Kate†.....	711 81	126 27	585 54	do.....		
Schooner La Criolla.....	2, 828 64	871 83	1, 956 81	Philadelphia.....	Nov.	26, 1862
Steamer Lodona.....	246, 651 32	14, 944 84	231, 706 48	do.....	April	25, 1863
Schooner Lion.....	4, 935 25	1, 350 70	3, 584 55	do.....	Nov.	5, 1863
Schooner Ladies' Delight.....	1, 813 72	287 32	1, 526 40	Washington.....	Oct.	19, 1863
Schooner Lookout.....	1, 468 87	254 00	1, 214 87	do.....	April	16, 1892
Schooner Lion.....	8, 573 54	1, 093 68	7, 479 86	Key West.....	Oct.	16, 1862
Schooner Lavinia.....	9, 580 38	880 96	8, 699 42	do.....	Jan.	23, 1863
Schooner Lily.....	5, 189 53	835 88	4, 353 65	do.....	Oct.	13, 1863
Schooner Lynnhaven.....	7, 000 00	401 15	6, 598 85	New York.....	Dec.	8, 1863
Schooner Lov-ly Belle **.....	2, 200 00	319 85	1, 890 15	do.....		
Schooner Louisa Agnes.....	1, 105 00	1, 401 00	No proceeds..	do.....		
Schooner Lizzie Weston.....	76, 286 67	8, 738 92	67, 547 75	do.....	Feb.	17, 1863
Schooner Lucy C. Holmes.....	29, 745 62	3, 952 10	25, 793 52	do.....	Jan.	31, 1863
Schooner Louise.....	45, 053 49	1, 970 51	43, 082 98	Boston.....	Jan.	23, 1863
Steamer Lizzie.....	12, 244 73	1, 836 04	10, 408 69	Philadelphia.....	Jan.	11, 1864
Schooner Louisa.....	1, 977 27	1, 078 62	898 65	do.....	Feb.	29, 1864
Schooner Linnett.....	2, 022 42	388 17	1, 634 25	Key West.....		
Schooner Lydia and Mary.....	2, 864 66	918 66	1, 946 00	Philadelphia.....	Feb.	29, 1864
Sloop Louisa Dudley.....	2, 693 07	620 50	2, 072 57	Key West.....	Mar.	17, 1864
Schooner Lady Maria.....	30, 646 45	2, 228 42	28, 418 03	do.....	May	7, 1864
Steamer Lizzie Davis.....	18, 351 16	2, 441 08	15, 910 11	New Orleans.....	June	7, 1864
Schooner Locadie.....	1, 997 00	656 44	1, 340 56	do.....	Nov.	26, 1864
Schooner Lida.....	9, 753 54	1, 374 45	8, 379 09	Philadelphia.....	April	23, 1864

† Waiting for prize list of the Pursuit.

** Taken by War Department; not paid for.

†† Waiting for prize list of the Union.

‡ Waiting for prize list of the Shawsheen.

§ Waiting for prize lists of the Benton, St. Louis, Louisville,

Carondelet, and Cairo.

* Waiting for prize lists of the Vincennes and Clifton.

† Waiting for prize lists of the Molican, Potumsku, and

Pecalontas.

† Taken by War Department; not paid for.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Louisa.....	\$5,611 35	\$1,121 50	\$4,489 85	New Orleans	June 4, 1864
Sloop Last Trial.....	109 96	108 85	1 11	Key West	
Schooner Lily.....	5,995 66	966 68	5,028 98	New Orleans	June 18, 1864
Schooner Lynchburg.....	11,449 43	4,437 27	7,012 16	New York	July 28, 1864
Schooner Lily.....	9,019 94	1,074 50	7,945 44	New Orleans	July 28, 1864
Schooner Laura.....	6,843 01	871 94	5,971 07	do	July 28, 1864
Schooner Mars.....	1,141 00	1,157 04	No proceeds..	New York	
Schooner Major Barbours.....	44,567 76	8,278 68	36,289 08	do	Jan. 30, 1863
Sio 2p Mercury*.....	1,548 20	545 99	1,002 21	do	
Schooner Maria.....	3,399 92	2,048 52	1,351 40	do	Dec. 1, 1863
Brig Minna.....	2,340 11	1,381 10	959 01	do	Nov. 20, 1863
Schooner Maria Bishop.....	4,539 95	2,667 80	1,872 15	do	Dec. 24, 1863
Schooner Mary Jane.....	1,731 39	1,033 74	697 65	do	Dec. 19, 1863
Steamer Magnolia.....	173,955 77	6,551 61	167,404 16	do	Oct. 16, 1862
Sloop Margaret.....	3,549 98	234 47	3,315 51	Key West	Oct. 16, 1862
Schooner Magnolia.....	41,731 61	3,199 02	38,532 59	do	Oct. 8, 1863
Sloop Maria.....	4,849 37	722 25	4,127 12	do	Oct. 17, 1863
Schooner Margaret.....	378 73	160 95	217 78	do	Oct. 16, 1862
Schooner Martha Ann.....	1,498 02	714 44	783 58	Washington	Oct. 19, 1863
Sloop Mary Greyt.....	224 37	166 01	58 36	do	
Schooner May, cargo off.....	250 80	82 92	167 88	do	
Bark Meaco.....	92,213 47	430,155 56	55,967 89	Philadelphia	Mar. 11, 1863
Schooner Mabel.....	8,781 50	6,090 02	7,027 89	do	Nov. 6, 1862
Schooner Morning Star.....	1,168 61	1,753 61	523 59	do	Nov. 25, 1862
Schooner Mary Woodl.....	3,292 78	1,039 79	2,252 99	do	
Schooner Mary Elizabeth.....	685 63	596 82	88 86	do	Oct. 19, 1863
Schooner Major E. Willis.....	36,242 45	2,098 37	34,144 08	do	Nov. 5, 1863
Merchandise, 650 pieces ^o	312 16	106 32	205 84	Boston	
Schooner Monterey.....	837 10	287 04	550 06	Washington	April 16, 1862
Steamer Memphis.....	543,495 15	32,581 08	510,914 07	New York	Nov. 10, 1863
Merchandise, cargo of ^o	250 80	82 92	167 88	Washington	

Schooner Meteor.....	2, 589 70	201 86	2, 387 84	Key West.....	Dec. 3, 1864
Sloop Magnolia.....	561 25	130 38	430 87	do.....	June 11, 1864
Schooner Maria Alberta.....	4, 583 25	387 87	4, 195 38	do.....	Nov. 26, 1864
Steamer Merrimack.....	202, 741 16	11, 702 48	191, 038 68	New York.....	Feb. 22, 1864
Schooner Mississippi.....	34, 981 94	2, 495 52	32, 486 42	Key West.....	Feb. 29, 1864
Schooner Maggie Fulton.....	1, 107 71	377 09	730 62	do.....	Mar. 17, 1864
Schooner Mary Jane.....	689 88	122 83	567 05	do.....	Feb. 29, 1864
Schooner Mattie†.....	1, 913 59	390 29	1, 523 30	do.....	June 9, 1864
Schooner Miriam.....	47, 939 13	3, 465 84	44, 473 29	do.....	Mar. 29, 1864
Sloop Minnie.....	4, 290 56	619 67	3, 670 89	do.....	June 9, 1864
Steamer Montgomery.....	20, 251 94	2, 059 22	18, 192 72	New Orleans.....	April 12, 1864
Schooner Mack Canfield.....	33, 445 11	3, 028 13	30, 416 98	do.....	April 23, 1864
Merchandise, 4 mules and 1 buggy.....	365 00	93 27	271 73	Springfield.....	Nov. 17, 1864
Mules, 21.....	1, 900 00	139 02	1, 760 98	do.....	Nov. 17, 1864
Mules, 13 	1, 175 00	1, 014 35	160 61	do.....	Nov. 17, 1864
Schooner M. J. Smith.....	89, 809 65	7, 381 35	82, 425 30	New Orleans.....	April 23, 1864
Steamer Minna.....	116, 901 21	5, 990 77	110, 910 44	Boston.....	April 12, 1864
Money, \$627 25¶¶.....	627 25	76 22	551 03	Springfield.....	June 1, 1864
Schooner Martha Jane.....	21, 130 14	2, 022 26	19, 107 88	Key West.....	June 8, 1864
Schooner Mary Douglas.....	4, 865 75	818 71	4, 047 04	New Orleans.....	June 17, 1864
Schooner Marion.....	116, 544 74	235 52	146 44	do.....	June 19, 1864
Schooner Mary Ann.....	103, 083 46	4, 188 42	112, 356 32	Boston.....	July 19, 1864
Schooner Mary Sorley.....	3, 866 94	5, 292 18	97, 791 28	New Orleans.....	July 28, 1864
Schooner Maria Albert.....	10, 432 43	805 49	3, 061 45	do.....	July 28, 1864
Schooner Mary Clinton.....	353, 943 42	3, 197 55	7, 234 88	do.....	Oct. 29, 1864
Steamer Minnie.....	170, 708 34	9, 070 16	344, 873 26	Boston.....	Oct. 10, 1864
Steamer Margaret and Jessie¶¶.....	1, 164 83	12, 549 87	158, 158 47	New York.....	Oct. 17, 1864
Schooner Nelly.....	4, 702 57	732 16	432 67	Philadelphia.....	Mar. 2, 1863
Brig Napier.....	488 65	1, 005 79	3, 696 78	do.....	June 28, 1864
Sloop (no name*).....	34, 921 35	2, 686 62	32, 234 73	Washington.....	Oct. 16, 1862
Schooner Newcastle.....	9, 631 27	591 39	9, 039 88	Key West.....	Nov. 26, 1862
Bark, (slave, name unknown).....	4, 710 68	317 92	4, 392 76	do.....	Nov. 26, 1864
Brig Nahum Stetson.....	2, 000 00	315 85	1, 684 15	New York.....	Dec. 8, 1863
Schooner, (name unknown).....	8, 008 50	1, 196 48	6, 812 02	do.....	Jan. 27, 1863
Sloop New Eagle.....	10, 850 00	6, 753 74	4, 096 26	do.....	Nov. 20, 1863
Ship North Carolina.....					

* Waiting for prize lists of the Memphis, Powhatan, and Flag.

† Waiting for prize list of the T. A. Ward.

‡ Waiting for prize lists of the Dan Smith and Cœur de Leon.

§ Waiting for prize list of the Pawnee.

§ Waiting for prize list of the Hunchback.

¶ Waiting for prize lists of the Cœur de Leon and Dan Smith.

‡‡ Waiting for prize list of the Annie, a tender.

||| Waiting for prize list of the Conestoga.

§§ Waiting for prize list of the St. Louis.

¶¶ \$54,436 59 distributed to owners, officers, and crew of the Fulton, army transport.

* Waiting for prize list of the Commodore Morris.

‡ Allowed to claimants.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Cross and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Sloop Neptune, cargo of	\$15,669 17	\$1,464 95	\$14,204 22	New York	Dec. 26, 1863
Steamer Nicholai 1st.	33,226 88	4,848 94	28,377 94	do.	Nov. 25, 1863
Sloop, (no name)	195 63	133 72	61 91	Washington	Feb. 29, 1864
Schooner New Year	15,906 18	1,776 22	14,129 96	Key West	April 12, 1864
Schooner Napoleon	1,071 87	679 90	391 97	New York	Mar. 17, 1864
Steamer Neptune	40,820 58	4,460 44	36,360 14	Key West	Mar. 20, 1864
Steamer Nassau	71,958 63	10,699 23	61,259 40	New York	May 10, 1864
Schooner Naujemoy	35 00		No proceeds	Washington	
Sloop Nellie	20,643 24	1,580 90	19,062 34	New York	July 19, 1864
Steamer Nutfield	2,219 00	352 60	1,866 40	Washington	Oct. 29, 1864
Sloop Osceola	600 00	240 95	359 05	New York	July 21, 1863
Schooner Onchita	1,750 00	274 20	1,475 80	do.	
Steamer Onchita	9,800 00	2,167 84	7,632 16	do.	
Schooner Odd Fellow	7,069 52	1,321 29	5,748 23	do.	Nov. 25, 1863
Schooner Olive Branch	5,944 74	344 58	5,600 16	Key West	Dec. 17, 1863
Sloop Octavia	686 00	74 62	611 38	do.	Oct. 16, 1862
Schooner Orion	7,960 80	709 33	7,191 47	do.	Oct. 16, 1862
Schooner Ocean Wave	4,266 69	1,084 63	3,182 06	do.	Oct. 13, 1863
Schooner Oliver S. Breeze*	2,078 05	445 09	1,632 96	Philadelphia	Oct. 17, 1862
Schooner Ocean Bird, cargo of	282 31	212 60	69 71	Key West	
Steamer P. C. Wallist			31,232 76	Boston	June 4, 1864
Schooner Providence	929 90	678 94	250 96	do.	
Schooner Prince Alfred	3,618 20	2,001 20	1,617 00	Philadelphia	Nov. 6, 1862
Steamer Princess Royalt	359,535 33	17,530 02	342,005 31	do.	July 21, 1864
Schooner Pride	2,918 06	401 39	2,516 67	do.	
Property, lot of	2,043 74	286 85	1,756 89	Washington	Oct. 19, 1863
Property, lot of	569 11	170 02	399 09	do.	Aug. 15, 1862
Property, lot of	269 97	92 30	177 67	do.	Oct. 19, 1863
Sloop Pointery	101 93	86 29	15 64	do.	
Property, lot of	2,166 54	269 37	1,897 17	do.	
Property, lot of	1,996 76	285 45	1,711 31	do.	Oct. 19, 1863
Schooner President	12,411 13	1,293 15	11,117 98	Key West	Oct. 16, 1862

Schooner Princeton.....	3, 870 29	916 96	2, 953 32	do.....	Oct. 16, 1862
Schooner Prize.....	837 84	237 54	600 30	do.....	Oct. 24, 1863
Sloop Pioneer.....	2, 366 92	1, 058 18	1, 308 74	New York.....	April 27, 1863
Steamer Patras, cargo of.....	58, 787 64	6, 336 82	52, 450 82	do.....	Dec. 9, 1863
Steamer Planter.....	198, 690 58	16, 872 00	181, 818 58	Key West.....	Feb. 29, 1864
Steamer Patras.....	34, 000 00	4, 077 41	29, 922 59	New York.....	Feb. 29, 1864
Bark Pioneer.....	31, 401 25	2, 913 81	28, 487 44	do.....	April 14, 1864
Pianos, 2**.....	134 00	103 21	30 79	Springfield.....	
Schooner Paul.....	975 65	134 04	841 61	Key West.....	April 16, 1864
Prize money.....	59, 943 42	1, 198 86	58, 744 56	Washington.....	Oct. 29, 1864
Rice, 103 casks of.....	3, 510 34	895 33	2, 614 01	New York.....	May 28, 1863
Rice, 1,253 bags of.....	4, 134 92	1, 098 87	3, 036 35	do.....	Jan. 23, 1863
Schooner Revere.....	3, 335 73	1, 744 87	1, 590 86	do.....	Sept. 15, 1863
Schooner Reindeer.....	10, 147 90	1, 644 70	8, 503 20	do.....	Jan. 11, 1864
Schooner Rambler.....	8, 807 99	1, 384 53	7, 423 46	do.....	May 2, 1864
Schooner Robert Bruce.....	38, 338 17	6, 981 52	31, 356 65	do.....	Feb. 4, 1864
Schooner Reindeer, cargo of.....	8, 895 29	2, 051 53	6, 843 76	do.....	Nov. 25, 1863
Schooner Rising Dawn.....	3, 212 70	1, 213 69	1, 999 01	do.....	Jan. 11, 1864
Schooner Rose.....	7, 778 40	758 92	7, 019 48	Key West.....	Oct. 16, 1862
Schooner R. C. Files.....	36, 065 40	2, 831 15	33, 234 25	do.....	Oct. 16, 1862
Steamer Reliance.....	84, 719 50	6, 394 27	78, 325 23	do.....	Jan. 29, 1863
Schooner Rising Sun.....	1, 294 02	246 93	1, 047 09	Washington.....	Oct. 19, 1863
Schooner Reindeer.....	240 00	162 20	77 80	do.....	April 20, 1862
Sloop Richard Vaux.....	380 00	154 82	225 18	do.....	Feb. 18, 1864
Schooner Rebecca.....	2, 022 41	612 04	1, 410 37	Philadelphia.....	Nov. 6, 1862
Schooner Rowena.....	5, 553 01	929 96	4, 623 05	do.....	Sept. 15, 1863
Schooner R. O. Bryan, cargo of.....	1, 209 73	371 13	838 65	Boston.....	Jan. 13, 1863
Rum, 8 bbls., 37 hhds. sugar, and small lot of lumber.....	4, 479 50	456 83	4, 022 67	Springfield.....	Nov. 26, 1864
Sloop Richard.....	3, 474 65	370 23	3, 104 37	Key West.....	June 9, 1863
Schooner Ringdove.....	1, 036 51	150 85	885 66	do.....	June 8, 1863
Sloop Relampago No. 1.....	3, 395 39	588 01	2, 807 38	do.....	June 4, 1863
Schooner Royal Yacht.....	27, 676 28	2, 653 74	25, 022 54	do.....	Nov. 2, 1863
Schooner Rebekah.....	2, 858 09	426 08	2, 432 01	do.....	Feb. 29, 1864
Sloop Relampago No. 2.....	3, 161 61	447 65	2, 713 96	do.....	Feb. 29, 1864
Schooner R. F. Renshaw††.....	850 00	112 35	737 65	Boston.....	
Sloop Rosalie.....	2, 710 75	435 86	2, 274 89	Key West.....	Mar. 17, 1864
Sloop Richards††.....	790 76	209 26	581 50	do.....	
Sloop Ranger.....	1, 338 85	187 12	1, 151 73	do.....	June 22, 1864

* Waiting for prize list of the Two Sisters, a tender to the Magnolia.

† Final decree not received.

‡ Captors contesting rights to share.

|| Waiting for prize list of the William Bacon.

§ Waiting for prize list of the Reliance.

¶ Waiting for prize list of the M. Vassar.

** Waiting for prize list of the Great Western.

†† Waiting for prize list of the Louisiana.

‡‡ Waiting prize list of the Two Sisters.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Schooner Rapid	\$7,564 31	\$777 11	\$6,787 20	Ley West.	Mar. 17, 1864
Schooner Reserve	4,524 37	973 42	3,550 95	New Orleans	April 12, 1864
Schooner Restless, Union, &c.	377 00	341 27	35 73	do	April 12, 1864
Schooner Ripple	26,986 56	2,067 36	24,919 20	Key West.	Mar. 29, 1864
Schooner Revere*	765 46	300 00	465 46	Boston	
Schooner San Juan	2,728 86	1,031 85	1,697 01	Philadelphia	July 21, 1864
Schooner Specie	10,214 86	1,275 91	8,938 95	do	Oct. 17, 1862
Steamer Salvor	38,250 94	+3,029 19	31,842 57	do	Jan. 14, 1863
Schooner Sarah	21,454 10	3,379 18	19,782 88	do	Nov. 26, 1863
Schooner Susan Jane	12,558 35	1,671 22	9,794 69	do	April 23, 1864
Schooner Sally Mears	2,800 00	2,763 66	1,372 55	Washington	Oct. 19, 1863
Sloop S. W. Green	232 50	1,427 45	122 95	do	Oct. 19, 1863
Schooner Sarah Lavinia	415 00	109 55	251 11	do	Oct. 19, 1863
Schooner Southerner	605 00	163 89	440-90	do	Sept. 21, 1862
Schooner Sabine	205 00	164 10	90 81	do	Nov. 20, 1863
Shoes, cargo of†	1,017 98	114 19	838 07	do	
Steamer Swan	218,475 52	179 91	202,298 03	Key West.	Feb. 17, 1863
Schooner Silas Henry	3,213 20	16,177 49	2,155 12	do	Oct. 15, 1863
Schooner Stonewall	1,200 00	1,058 08	1,085 65	do	Oct. 23, 1863
Schooner Sarah, cargo of	606 99	114 35	515 08	do	Oct. 23, 1863
Schooner Sarah and Caroline	4,322 61	91 91	3,204 36	New York.	Sept. 15, 1863
Schooner Shark	4,811 44	1,118 25	3,558 22	do	Jan. 14, 1863
Schooner Soledad Cos	3,974 63	1,253 22	3,223 85	do	Feb. 17, 1863
Sloop Sarah	7,382 41	750 78	6,138 66	do	Jan. 27, 1863
Steamer Scotia	104,536 60	1,243 75	93,596 62	do	Nov. 5, 1863
Steamer Sunbeam	74,966 74	10,939 98	59,455 15	do	Nov. 20, 1863
Schooner Sue	10,062 20	15,511 59	8,346 07	do	Nov. 25, 1863
Schooner Southern Independence	66,213 94	1,716 13	61,969 48	do	Nov. 25, 1863
Bark Sally Magee	8,150 00	4,244 46	4,387 02	Boston	Dec. 1, 1863
Schooner St. George	4,573 64	3,762 98	2,557 99	New York	Feb. 29, 1864
Steamer Seesh	19,080 46	2,015 65	17,685 69	do	Feb. 29, 1864
		1,394 77		Philadelphia	Feb. 18, 1864

Schooner Southern Rights	554 24	133 53	420 71	Key West	April 12, 1864
Schooner Star	800 00	168 51	631 49	do	July 6, 1864
Steamer Stettin	226, 393 10	23, 921 68	202, 471 42	New York	Mar. 22, 1864
Sugar, 13 bbls.; 1 bbl. molasses	457 29	84 81	372 48	Key West	Feb. 29, 1864
Sloop Surprise	71, 117 16	5, 067 39	66, 049 77	do	Feb. 29, 1864
Schooner Shot	681 36	143 75	537 61	do	Feb. 29, 1864
Steamer Spaulding	25, 314 67	2, 540 41	22, 774 26	Philadelphia	Feb. 29, 1864
Schooner Sea Drift	4, 260 10	598 72	3, 661 38	Key West	Mar. 17, 1864
Schooner Statesman	13, 500 67	1, 622 07	11, 878 60	do	Mar. 17, 1864
Scow, 1, and 59 bales cotton	13, 438 59	1, 192 40	12, 246 19	do	Mar. 29, 1864
Sloop Southern Star	1, 586 63	159 37	1, 427 26	do	Mar. 26, 1864
Steamer St. John's	47, 792 40	2, 332 89	45, 459 51	Boston	Mar. 22, 1864
Sugar, 14 bbls., &c.	1, 176 07	205 60	970 47	New Orleans	July 19, 1864
Steamer Southern Merchant	3, 000 00	481 30	2, 518 70	do	do
Shoes, 498 pairs	273 90	\$80 13½	80 13½	do	do
Schooner Segur	3, 150 00	113 63	1, 321 07½	do	do
Sundries, 12 boxes	816 03	507 85	619 05	Key West	Mar. 29, 1864
Schooner Singray	33, 988 04	2, 968 16	31, 019 88	New Orleans	June 7, 1864
Schooner Sylphide	3, 050 69	769 95	2, 280 74	do	June 17, 1864
Steamer Scotia	76, 448 52	3, 009 02	73, 439 50	Boston	July 19, 1864
Schooner Sophia	1, 212 60	359 26	853 34	New York	Nov. 12, 1864
Schooner Savannah	1, 325 00	244 96	1, 080 04	do	Oct. 7, 1864
Schooner, 1; sloop, 1	818 21	272 52	545 69	Washington	Oct. 7, 1864
Steamer Tubal Can	55, 087 48	8, 005 83	47, 081 65	New York	July 20, 1863
Schooner Trier	1, 387 30	369 86	1, 017 44	Key West	Oct. 15, 1863
Schooner Two Sisters	3, 698 30	684 34	3, 013 96	do	Oct. 24, 1863
Schooner Theresa	2, 990 04	626 23	2, 363 81	do	Oct. 14, 1863
Tobacco, 18 boxes	329 14	95 23	233 91	Washington	Oct. 19, 1863
Schooner Three Brothers	320 00	116 92	203 08	do	Feb. 18, 1864
Steamer Tom Sugg	7, 000 00	4, 027 70	2, 972 30	Springfield	April 12, 1864
Ship Thomas Watson	656 88	535 67	121 21	New York	do
Turpentine, 11 barrels	1, 119 30	127 11	992 19	Key West	June 1, 1864
Schooner Thomas C. Worrell††	514 40	137 93	376 47	Washington	do
Tobacco, 2 hogsheads††	708 66	156 44	552 22	Springfield	do
Steamer Tristram Shandy	418, 873 81	6, 801 26	412, 072 55	Boston	Oct. 10, 1864

* Waiting for prize list of the Cambridge and Susquehanna.
† To claimants.
†† Waiting for prize list of the Dan Smith.

†† Waiting for prize list of the Diana.

†† Waiting for the prize list of the Jacob Bell.
††† Waiting for the prize list of the Key West.

†† Waiting for prize list of the Koonoke and Flag.

†† Waiting for prize list of the Koonoke and Flag.

Prizes adjudicated from the commencement of the rebellion, &c.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.
Steamer Union	\$98,838 45	\$7,298 84	\$91,539 61	Key West.....	Feb. 17, 1863
Schooner Uncle Mose	32,562 91	2,336 92	30,225 99	do	Feb. 17, 1863
Schooner Victoria.....	50,450 49	2,049 58	48,400 91	Boston	Jan. 12, 1863
Steamer Victory	306,421 37	6,422 92	299,998 45	do	Nov. 5, 1863
Schooner Velasco	550 00	871 95	No proceeds.	New York.....	
Schooner Venus	5,781 49	1,266 36	4,515 13	do	Feb. 17, 1863
Schooner Virginia.....	57,935 99	9,245 42	48,690 57	Key West.....	Oct. 7, 1863
Schooner Victoria.....	30,501 08	2,267 87	28,033 21	do	Feb. 17, 1863
Schooner Volante†	541 32	529 96	11 36	Philadelphia	
Schooner Volante	1,355 11	144 20	1,210 91	Key West.....	Nov. 17, 1864
Schooner Velocity, cargo of	621 85	179 47	442 38	do	Mar. 29, 1863
Schooner Wm. Mallory	7,526 19	1,557 29	5,968 90	do	Oct. 16, 1862
Schooner W. C. Bee	30,884 25	2,470 04	28,414 21	do	Oct. 16, 1862
Schooner William.....	95,324 97	6,953 04	88,371 93	do	Oct. 7, 1863
Schooner Wm. E. Chester	22,298 74	2,590 35	19,708 39	do	Oct. 10, 1863
Schooner Wave.....	6,250 26	1,958 95	4,291 31	New York.....	Nov. 25, 1862
Schooner Water Witch	5,731 30	1,938 33	3,792 47	do	Nov. 5, 1863
Whiskey, cargo of §	533 43	125 46	408 02	Washington	
Schooner Wave.....	5,001 90	821 59	4,180 31	Philadelphia	Nov. 25, 1862
Schooner Winter Shrub	1,485 80	773 28	712 52	do	Nov. 5, 1863
Schooner Wanderer	1,430 60	704 26	726 34	do	Feb. 29, 1864
Schooner Wave, cargo of	4,137 00	767 09	3,369 91	do	Mar. 17, 1864
Schooner W. Y. Leitch*	1,180 69	406 56	774 13	Key West.....	
Bark Winnifred	39,110 96	6,244 96	32,866 00	New York.....	April 12, 1864
Schooner Wave.....	10,900 89	1,905 45	17,995 44	New Orleans	April 23, 1864
Schooner Wenona or Alert	93,281 25	7,037 14	86,244 11	do	April 23, 1864
Steamer Warrior and cargo	29,276 67	3,590 53	25,686 14	do	Nov. 26, 1864

* Waiting for prize list of the Octoraro.

† Waiting for six prize lists.

§ Waiting for prize list of the George Mangham.

REPORTS
OF
THE CHIEFS OF BUREAUS,
AND
ACCOMPANYING PAPERS.

- No. 1. Detailed estimates of the office of the Secretary of the Navy and the southwest executive building.
- No. 2. Report and detailed estimates of the Bureau of Yards and Docks.
- No. 3. Report and detailed estimates of the Bureau of Equipment and Recruiting.
- No. 4. Report and detailed estimates of the Bureau of Navigation.
- No. 5. Report and detailed estimates, &c., of the Bureau of Ordnance.
- No. 6. Report, detailed estimates, &c., of the Bureau of Construction and Repair.
- No. 7. Detailed estimates, &c., of the Bureau of Steam Engineering.
- No. 8. Report, detailed estimates, &c., of the Bureau of Provisions and Clothing.
- No. 9. Report, detailed estimates, &c., of the Bureau of Medicine and Surgery.
- No. 10. Report of the commandant of the marine corps, and detailed estimates of the paymaster and quartermaster of the corps.
- No. 11. General estimate (civil) of the office of the Secretary of the Navy, and the bureaus, and the southwest executive building.
- No. 12. Summary estimate for the naval service, marine corps, &c.
- No. 13. General estimate—navy proper.
- No. 14. General estimate—marine corps.
- No. 15. General estimate for special objects under the control of the Navy Department.
- No. 16. Letter of the Secretary of the Navy recommending an increase in the number of officers in the several grades of the navy.
- No. 17. Report of the examination of the graduating class of midshipmen at the Naval Academy in steam engineering.
- No. 18. Report on the dock yards and iron works of Great Britain and France, by Chief Engineer, J. W. King U. S. N.

No. 1.

Estimate of appropriations for the Navy Department for the fiscal year ending June 30, 1866.

Secretary of the Navy, per act of March 3, 1853, 10 Laws, page 212, section 4.....	\$8,000
Assistant Secretary of the Navy, per act July 31, 1862, pamphlet form, section 3, page 511.....	4,000
Chief clerk, per act of July 5, 1862, pamphlet form, section 3, page 511.....	2,200
One clerk of class four, per same act.....	1,800
One disbursing clerk, per same act.....	200
Two clerks of class four, per act of March 14, 1864, pamphlet form, section 6, page 27.....	3,600
Five clerks of class three, per act of July 5, 1862, pamphlet form, section 3, page 511.....	8,000
Six clerks of class two, per act of July 5, 1862, and February 25, 1863.....	4,000
Seven clerks of class one, per same acts.....	8,400
One messenger.....	1,000
One assistant messenger.....	840
Two laborers, at \$720 each.....	1,440
	47,880
Submitted: Four 4th class clerks, \$1,800 each.....	7,200
One laborer.....	720

For incidental and contingent expenses of the Navy Department.

Stationery, labor, newspapers, periodicals, and miscellaneous items	\$5,000
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For the general purposes of the Southwest Executive Building.

One day watchman, per act July 5, 1862, pamphlet form, section 3, page 511.....	\$720
Four night watchmen, per same act, and act of February 3, 1863, salary \$720 each.....	2,880
One laborer, per act July 5, 1862.....	720
One laborer.....	432
	4,752
Contingent expenses, viz: labor, fuel, lights, and miscellaneous items.....	6,500
	11,252

Estimate of appropriations required under the head of pay of the navy, for the fiscal year ending June 30, 1866, to pay officers on reserved list and unemployed, and those employed for whom no estimates are submitted by the bureaus.

PAY OF THE NAVY.

Officers on light-house duty, coast survey, special service, reserved list, and unemployed.....	\$400,000
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Estimate of appropriations required under the head of contingent for the navy for the fiscal year ending June 30, 1866.

Contingent for the navy.....	\$250, 000
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Recapitulation of No. 1.

Salaries Secretary's office.....	\$47, 880
Salaries southwest executive building.....	4, 752
Contingent (civil) Secretary's office.....	5, 000
Contingent (civil) southwest executive building.....	6, 500
Pay of the navy.....	400, 000
Contingent for the navy.....	250, 000
	714, 132

No. 2.

REPORT OF THE CHIEF OF THE BUREAU OF YARDS AND DOCKS.

Compendium of the annual report from the Bureau of Yards and Docks, dated October 15, 1864.

Introductory remarks.

Remarks in reference to great increase of cost of materials and labor, causing deficiency in some appropriations.

Remarks in reference to purchase of land adjoining Boston yard.

Remarks in reference to New York yard.

Remarks in reference to purchase of land at Philadelphia.

Remarks in reference to Norfolk yard.

Statement of difficulties at Mare island.

Site for cemetery for naval asylum.

Floating dry docks at New York and Philadelphia.

Remarks respecting new and temporary stations.

Views respecting contract system.

Necessity for early appropriations.

Recommends increase of pay of certain clerks at navy yards.

Recommends increase of pay of the clerks in the bureau.

Presents statement of improvements and repairs at each navy yard, naming the objects completed and the amount expended thereon; what works have been in progress, with the aggregate expenditure on the same; also the amount expended for contingent on account of yards and docks at each navy yard for the fiscal year ending June 30, 1864.

Remarks in reference to naval asylum, stating the number of inmates, and the expenditures for the same.

Submits estimates for objects of improvement and repair at navy yards and naval asylum for the fiscal year ending June 30, 1866, with detailed remarks as to the necessity of each object for which an appropriation is asked.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
October 15, 1864.

SIR: Agreeably to your order of the 26th ultimo, I have the honor to present the annual report of this bureau for the fiscal year ending June 30, 1864, with estimates for the fiscal year ending June 30, 1866, with explanatory remarks.

It is a matter of notoriety that the prices of materials and labor have largely advanced during the past and present years, which has caused a deficiency in

the funds appropriated for some of the objects coming under the cognizance of this bureau. The demand for the numerous supplies under the head of contingent expenses increases with the augmentation of the navy, especially in the construction of steam and armored vessels, and this bureau is called upon to furnish the necessary tools, temporary shops, launching slips, &c., an additional number of which is required at most of the northern yards.

The bureau regrets that Congress, at its last session, refused to grant funds for the purchase of an important addition of water front to the navy yard at Boston, which was thought by competent judges to be of much importance to the yard, and at a reasonable price. This appropriation was defeated by the passage of a law in the House of Representatives, (which I cannot find in the volume of laws published,) authorizing the seizure of any premises considered necessary for the public service, the value of the premises seized to be decided by a jury or commission. This process of procuring land, and taking it from the owner, without the ready funds, by an appropriation in advance, to pay for it, seems to be arbitrary, and might throw the owner out of his business while waiting for payment, dependent on an appropriation by Congress, and thereby subject him to great inconvenience and loss. The Boston yard should possess all the water front up to near Charles River bridge, and whether the necessities of the service will compel the government to take this and other portions of the city of Charlestown for government use is yet to be decided. The water front, however, is absolutely required, cost what it may.

It is urged by the people that this country must have a navy, and therefore the means and accommodations for constructing it must be furnished by them. At the New York yard, where the heaviest and largest portion of naval work is done, the working ground is so much crowded that it is with difficulty that the various operations of the yard can be carried on to advantage, especially the construction of new vessels; therefore it is important to enlarge the area of the working ground, by filling in the alluvial grounds, and for this object annual appropriations should be made until the work is accomplished.

No definite arrangement has yet been made with the city of Brooklyn for an exchange of ground to accommodate both parties, as authorized by resolution of Congress of July 2, 1864.

The purchase of a small addition to the Philadelphia navy yard, as provided by law, has not yet been consummated; the titles are under consideration, and I learn a caveat has been filed against the conveyance of this property by its present owners or claimants to the government.

At Norfolk the demand for repairs of steamers and their machinery is pressing, and cannot be fully complied with for want of appliances; still a large amount of work is done there, with the means we have been able to employ with the appropriations available.

At Mare island, California, the fluctuating state of the currency has embarrassed the department so far as to compel it to curtail the expenditures there to repairs of vessels and current repairs of the yard improvements.

The appropriations will but barely procure materials, leaving but little for labor or objects estimated for. Where gold is the currency, and legal-tender notes at a large discount, the difficulty of executing work within the estimates made previous to the financial troubles will be readily perceived.

It was found necessary, upon the demand of workmen to be paid in gold, to yield to a large increase of wages, dependent upon the price of gold until master mechanics were receiving some nineteen to twenty dollars per day in treasury notes, or at the rate of more than five thousand (\$5,000) per annum, while the commanding officer of the station was receiving three thousand two hundred dollars (\$3,200) per annum, and other salaried officers in that proportion, which created much dissatisfaction, and the department came to the conclusion to cur-

tail the operations there to keeping our vessels in that sea in serviceable condition, and the yard machinery and improvements in proper order for work.

A site has been selected near the naval asylum for a cemetery under the authority of law, and arrangements will soon be made for the removal of the dead from the old burial place in the asylum grounds.

Contracts have been made for two floating dry docks, one at New York, and one at Philadelphia, as authorized by law. A difficulty will arise in providing a location at the latter place for the safe-keeping and working of this dock, and a further expenditure must be incurred by leasing wharf and dock room for it.

The yard could be extended by the purchase of adjoining property on reasonable terms, as I am informed, so that if no new yard be established on the Delaware, I would recommend such extension of the present establishment.

The navy yard is so circumscribed that its operations are with difficulty executed, but with the extension alluded to its dimensions would be such as to afford room for a large number of additional buildings, and space for the execution of a greatly increased quantity of work.

Large demands are made for improvement at stations not before definitely placed in charge of this bureau, so that I deem it expedient to ask an appropriation of one million of dollars, (\$1,000,000,) to meet emergencies not specified. The experience of the past shows the absolute necessity of having a fund at the disposal of the department to meet the demands for wharves, stores, and workshops, at points not anticipated, and which are indispensable to the navy. In some instances this bureau has been obliged to draw on other bureaus to meet these imperative demands, and the amounts drawn must be refunded.

In regard to the system of contracting with the lowest bidder for supplies, including all small articles, in number legion, by advertisements, as provided by law, I consider it the worst that can be devised; indeed, Congress has passed laws on this subject which are most difficult if not impracticable to execute to the letter.

The operation of the law on this bureau differs somewhat from that on other bureaus, for appropriations are made for this for many specific objects at each yard, while for other bureaus they are made in large amounts for fewer objects.

When the appropriations are made at a late period of long sessions, about one-half of the working season is lost before materials can be procured for the work. This bureau cannot prepare schedules of materials until the appropriations are made, they being for specific objects; the preparation of schedules, correction, printing, distribution, advertisement for proposals, opening, sealing, and examination of bids, and awarding contracts and executing the same, occupies at least three months, so that the contracts for the present year are now in process of execution, and will not be completed before the end, probably, of this month.

Thus one-third of the fiscal year will have passed before materials under these contracts can be available, and during that time indispensable supplies must be procured in open purchase.

In all this process of contracting with the lowest bidder, numerous questions arise to be decided; the proposals are full of errors, erasures, and miscalculations, some of them no doubt intended to deceive; when these errors are corrected, bidders become dissatisfied and suspicious, and one of them, who has come out as a champion of reform in naval contracts, has charged the bureaus, or their clerks, with complicity with bidders, and the chairman of the committee of investigation of the Senate tacitly confirms the truth of the charge in his minority report.

If Congress would pass the navy appropriation bill every session before the 4th of March, this delay would be avoided, because the new contracts could be executed by the commencement of the fiscal year for which the supplies are intended.

The fluctuations in the market in these times cause bidders to be extremely cautious how they set prices at low figures for a year in advance, and it is my judgment that we shall pay this year twenty per cent. more for many articles under contract than they could be obtained for in market as wanted. Some materials it is absolutely necessary to advertise and contract for, but the volume of small items scheduled could be better procured in open purchase.

Another objection to the contract system is, that contractors are bound to wait for their money till the treasury shall pass the Secretary's warrants, and the delay on this point is doubtful, and contingent upon the demands upon the treasury from other quarters, or from the will or pleasure of the Secretary to pay claimants in their order, at his discretion. I respectfully recommend that the procuring of supplies for the navy be left more to the discretion of the department than is now permitted by law, and that a competent paymaster or purchasing agent be appointed at each yard, to be confirmed by the senate, to be subject to naval laws, and put under bonds. He should make himself acquainted with the market prices by personal inquiry and correspondence, and make all purchases for the navy required of him on the best terms. Also an inspector, to be appointed under similar restrictions, who should be a competent weigher, gauger, and measurer, to inspect all supplies which come into the yard, and certify to their quality and quantity; these officers to act under detailed instructions from the Secretary of the Navy.

I beg leave to repeat my previous recommendations for an increase of the pay of the principal clerks at navy yards.

While Congress legislated at its last session in favor of clerks of paymasters under the Bureau of Provisions and Clothing, it left unnoticed the appeal of those of the navy yards, whose duties are as onerous as any others.

I also beg leave to recommend an increase of the pay of the clerks in this bureau; when the present salaries were fixed by law the amount was sufficient to afford a good and comfortable living to those occupying the positions, but recently the cost of the necessities of life, to say nothing of the comforts, has increased in such an unprecedented rate that it is almost impossible for those holding clerkships, and dependent entirely upon their salaries, to live even in the most economical manner. While the pay of all mechanics and laboring men has advanced with the increased cost of all articles of consumption, some of them as much as one hundred per cent., the pay of these salaried clerks has remained the same as when established by law, at a time when all the necessities of life were cheap and easily obtained.

The case of these officers is one of peculiar hardship, and it is hoped Congress will give it merited consideration.

I submit a statement of the progress of improvements at the several navy yards during the past fiscal year, and estimates for the next, commencing with:

PORTSMOUTH, N. H.

The works of improvement which have been completed at this yard during the fiscal year ending June 30th, 1864, are: reservoir, storehouse No. 11 extension, futtock saw mill, and building, paint shop, porter's house, and kneedock wall.

The amount expended upon these several objects during the year is, for materials, \$25,692 09; for labor, \$8,100 96, making an aggregate of of \$33,793 05. Most of these works have been completed within the amounts allotted; others have cost more than the original estimates, owing to the increased cost of materials used; the excesses of cost, however, have been less than the amounts saved on other objects, so that the aggregate cost of all the objects has been less than the original estimates.

The works which have been in progress during the year, but which are not

yet completed, are : machine shop and smithery, fitting and furnishing machine shop and smithery, capstan for shears, ordnance machinery and shops, boat-house and carpenters' shop, railway, floating dry dock, and repairs of all kinds. On these objects there have been expended during the year, for materials, \$95,094 46, and for labor, \$74,244 16, making an aggregate of \$169,338 62. The work upon these objects has progressed rapidly and in a satisfactory manner, but will not be completed for the amounts appropriated. There has been expended during the year, for objects coming under the head of contingent the sum of \$83,817 23.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: for reservoir and gutters, oakum store, siding mill, extension of ship-house R, railway, &c., for floating dock, machinery and tools, grading, gutters and drains, completing plumbers', coppersmiths', and tinnerns' shops, completing quay wall, completing mooring pier, completing extension of ship-house S, two launching slips, and for repairs of all kinds, amounting in the aggregate to the sum of \$316,250.

Reservoir, gutters, &c.—The supply of fresh water at this yard is very limited, and more is wanted to furnish the boilers in the new boat shop, and to obtain it, it is proposed to construct a reservoir to receive the rain water falling upon the roofs.

Oakum store.—The present oakum store is small, and, in part, necessarily occupied for other purposes; the large amount of work now being done at this yard renders a good and sufficient oakum store absolutely necessary; an estimate is therefore submitted for such a building as will meet the wants of the service.

Siding mill.—The operation of siding ship timber is now performed by the slow, tedious, and expensive process of hand labor, and it is proposed to construct a mill in connexion with the futtock saw-mill now in successful operation, so that the whole preparation of the timber may be performed by aid of machinery; this will be a valuable addition to the yard facilities, and will affect a great saving in the construction of wooden vessels.

Extension of ship-house R.—The present ship-houses, built many years since, are not of sufficient length to cover the ships of the present day, and some of the new ships extend from fifty to one hundred feet beyond the upper end of the houses, that portion being exposed to the weather and liable to injury. It is proposed to extend this house to a length proper for the size of ships now building, and the object is considered of importance.

Railway &c., for floating dock.—The railway upon which vessels are taken from the floating dock has become much decayed and requires extensive repairs. The decks and some other parts of the dock also require repairs, and it is all important that these works should be kept in proper working condition, as they afford the only means at this station for the examination and repairs of vessels' bottoms.

Machinery and tools.—The quantity of machinery at this yard is entirely insufficient to meet the demands for repairs of steam vessels and their machinery. An additional amount is absolutely necessary, and for that purpose an appropriation is earnestly urged.

Grading gutters and drains.—This item is much needed to prevent the accumulation of water about some of the new buildings, and to put the roads in proper condition for the large amount of heavy transportation about the yard.

Completing plumbers', coppersmiths', and tinnerns' shops, quay walls, mooring piers, and extension of ship-houses.—These objects have all been appropriated for heretofore, and they are all far advanced towards completion, but owing to the great increase in the cost of materials and labor since the estimates were made, an additional appropriation is necessary for their completion.

Two launching slips.—All the slips at this yard are now occupied by ships

under construction, and others are necessary to the wants of the service. This object is of much importance, and an appropriation for it is strongly urged.

Repairs of all kinds.—The amount asked under this head will be necessary for the proper preservation of the various buildings and other improvements in the yard. Under present circumstances, the demands upon this fund are very heavy, and of such a nature as to admit of no delay; the appropriation is therefore much needed.

BOSTON.

The only object of improvement which has been completed during the last fiscal year is the futtock saw-mill and building. This has been erected under contract with the patentee, and its operation has been satisfactory. The cost of the whole is \$10,000.

The objects which have been in progress during the year, but which are not yet completed, are machinery for machine shop, repairing machinery for ropewalk, paving and draining new shops, coal-house for foundry and smithery, pipes for Cochituate water, water-closets, house for heavy steam-hammer, repairing and repairing drains around dry dock, extension of shear wharf, joiners' shop and paint loft, and repairs of all kinds. Upon these different objects a large amount of materials has been purchased, and the work has been pushed forward with energy, and the progress has been satisfactory.

The amount expended upon them during the year is \$203,210 06.

There has been expended at this yard during the past year, for objects coming under the head of contingent, the sum of \$210,150 89.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: For addition to second story of rope walk; commencing building for sawing, planing, and working heavy wood work for ships; two building slips; provision store; one set of spinning preparation and repairs of ropewalk machinery; tarpit, and for repairs of all kinds, amounting in the aggregate to the sum of \$493,500.

Addition to second story of ropewalk.—The present amount of spinning machinery, and the accommodations therefor, are entirely insufficient to meet the present enormous demands upon the rope-making establishment, and it is proposed to enlarge them by extending the second story over a portion of the laying-up room. This improvement will greatly increase the capacity of the ropewalk, and is an object of much importance.

Commencing building for sawing, planing, and working heavy wood work for ships.—Much of the sawing for ships is now done by hand, the present saw-mill being of little power, and inadequate for the performance of the large amount of work required. It is proposed to erect a large building for the accommodation of the futtock and other sawing machinery, wood-planers, &c., where all the heavy ship work can be done cheaply and conveniently to the building slips.

This arrangement will be the means of saving large amounts now expended for hand labor, and an appropriation is strongly urged.

Two building slips.—The demands upon this yard in the way of ship-building are very heavy; all the slips are occupied, and others are required for setting up new slips. This object is of much importance, and is indispensably necessary.

Provision store.—The great increase at the business in this yard requires additional storeroom for provisions and clothing; the present store is crowded with the various articles belonging to this department, and to meet the demands of the service an additional storehouse is necessary.

An estimate is therefore submitted for a new building; similar to the present storehouse.

One set of spinning preparation and repairs of ropewalk machinery.—In view

of the contemplated extension of the spinning room, additional machinery will be required. That now in use requires repairs, and an appropriation for this object is deemed indispensable.

Tar-pit.—Large quantities of tar are used at this yard in the manufacture of cordage, and for other purposes, and to provide a safe and proper place for its stowage it is proposed to construct a pit, with fire-proof covering, near the rope-making establishment. This is an important improvement, both on account of safety and economy, and an estimate for the purpose is submitted.

Repairs of all kinds.—With the large amount of ship work being done at this yard, the demands upon this item, for temporary buildings, shops, and other objects, are very heavy, and it is believed the amount estimated will be no more than sufficient to meet these demands and effect the necessary annual repairs upon the various docks, wharves, buildings, and other improvements.

NEW YORK.

The objects which have been completed at this yard during the past year are: officers' houses, water-pipes and hydrants, and cylinder for roasting coffee. The amount expended on these objects during the year is \$35,068 55. These works have been completed in a substantial and satisfactory manner. The objects of improvement which have been in progress during the year, but which are not yet completed, are: dredging channels, repairs of dry dock, new derrick, removing small shears, rebuilding long dock, repairs to ship-houses, extension of sewer, quay wall, new foundry, chain-cable shop, railway, drains, paving and flagging, filling low places, machinery for machine shop, repairs of machinery, boilers, &c., repairs of engines in machine shop, repairs and increase of ordnance machinery and shops, and repairs of all kinds.

Upon these various objects there has been expended during the past fiscal year the sum of \$418,542 08. The work upon these improvements has been urged forward with all possible despatch, and the progress made is highly satisfactory. There has been expended during the year, for objects coming under the head of contingent, the sum of \$185,176 54.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: for continuing quay wall, receiving store, grading and filling, drains, paving and flagging, muster office addition, completing new foundry, continuation of machine shop and iron-plating shop, launching ways, ship-house D, launching ways for steamers, joiners' shop addition, paint shop, water-pipes and hydrants, officers' houses, general increase of machinery in the yard, and for repairs of all kinds, amounting in the aggregate to the sum of \$1,065,663.

Continuing quay wall.—This important work has been in progress some years, and great benefits have already been derived from the use of the portion completed, and an estimate is submitted for its continuation.

Receiving store.—An appropriation has been made for this object, and the work is in progress, but, owing to the enormous increase in the cost of materials and labor, the amount allotted is found insufficient. The object is of great importance and necessity, and an appropriation for its completion is strongly urged.

Grading and filling.—The present area of this yard is much crowded with buildings and materials, and it is absolutely necessary that more working ground should be obtained, which can readily be had by filling in the old timber dock, which is now useless and a lost space. An estimate is submitted for this object.

Drains, paving and flagging.—A system of drainage has been adopted which, as far as executed, has proved very beneficial, and for the continuation of this important work an estimate is submitted.

Muster office addition.—In consequence of the very large number of men

employed in the yard, the muster office is insufficient to accommodate the officers necessary for the discharge of the duties of the office, and it is proposed to add a story to the building, for which purpose a small appropriation is asked.

Completing new foundry.—This fine building has been erected, but owing to the increased cost of materials and labor, the funds allotted are not sufficient for its completion. The building is of the utmost importance, and an additional appropriation for its completion is strongly urged.

Continuation of machine shop and iron-plating shop.—Appropriations have been made for these objects, but the sites originally intended for them are now used for building ships, and it is proposed to change the locations to the vicinity of the new foundry, and enlarge the buildings. When erected according to the present plans, these buildings will afford ample accommodations for the execution of a large amount of work. The object is considered of the first importance, and it is hoped the means will be furnished to complete it at an early day.

Launching ways for ship-house D.—The foundations for this work have been completed so that the ship now building can be launched, but funds are required for building the stone walls, and connecting them with the quay walls at the entrance of the slip. This appropriation is much needed.

Launching slips for steamers.—This yard is deficient in launching slips, and it has been necessary to build several vessels upon temporary slips, which are inconvenient and unsafe for heavy vessels; it is therefore proposed to construct some of a more permanent character, and for this purpose an estimate is submitted.

Joiners' shop extension.—The accommodations for this department are entirely insufficient for the large number of workmen now employed, and to obtain the necessary space, without encroaching upon the working ground of the yard, it is proposed to raise the present building one story, which will add greatly to the facilities for doing the joiners' work. This object is very much needed, and it is hoped an appropriation will be made for it.

Paint shop.—The present paint shop is a small, dilapidated building, unfit for the purpose, and much in the way of operations around the dry dock. It is proposed to erect a new and suitable building, and an estimate is submitted for that purpose.

Water-pipes and hydrants.—An additional number of these important appendages is required, and the necessity and utility of them are too apparent to require comment. An estimate is submitted for this object.

Officers' houses.—An estimate is submitted for houses for the ordnance officer, paymaster, and others. These officers have no quarters in the yard, and it is desirable that they should be provided with houses, so that they may at all times be at hand, in case their presence should be necessary.

General increase of machinery in the yard.—To meet the heavy demands upon this yard for repairs of steamers, the present machinery is quite insufficient, and an increase is absolutely necessary. For this purpose an estimate is submitted, and an appropriation is most urgently desired.

Repairs of all kinds.—This item embraces an amount for some especial repairs which are greatly needed, and also the amounts required for the usual annual repairs of the various buildings, docks, wharves, and other improvements, and it is believed the sum asked will be no more than necessary for the proper protection and preservation of the public property.

PHILADELPHIA.

The objects of improvements which have been completed at this yard during the past year are: extension of storehouse, extension of joiners' shop, and extension of smithery. These works have been completed for the amounts appropriated, and the sum expended upon them during the year is \$30,141 24. These

works were executed under contract, and the buildings have been constructed in a good, substantial manner. The works which have been in progress, but which are not yet completed, are : dredging, repairs of dry dock, and repairs of all kinds, and the amount expended upon them during the year is \$52,715 71. These are all current expenses, and the work upon these objects has been executed as the wants of the service required. There has been expended for objects coming under the head of contingents, during the year, the sum of \$79,407 65.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: for boat shop, machine shop, saw-mill, store-house, plumbers' shop, crib for foundation of launching ways, brick wall around new purchase, bulkhead at new purchase, repairs of dry dock, repairs of dredger, filling in new purchase, and for repairs of all kinds, amounting in the aggregate to the sum of \$285,680.

Boat shop.—The present boat shop is in the mast-house, and there is not sufficient room for the two departments, their operations often interfering with each other. It is, therefore, proposed to erect a new building for the boat-builders.

Machine shop.—There is no proper machine shop at the yard, the small amount of machinery in operation being in temporary sheds, which are small, inconvenient and dangerous. It is intended to erect a new and appropriate building, where the present and additional machinery can be put up in an advantageous position. This building is much needed, and an appropriation is strongly urged.

Saw-mill.—Nearly all the sawing at this yard is now done by hand, at great expense. The erection of a proper saw-mill will prove a great acquisition to the yard, and the saving effected by its use will soon pay for the cost. An estimate is submitted for this important object, with the hope that an appropriation will be granted.

Storehouse.—The present store accommodations are quite insufficient to meet the wants of the service. It is, therefore, proposed to extend the present store by occupying the ground now used for saw-pits. This object is much needed.

Plumbers' shop.—The shop now used by the plumbers is small and inconvenient, and an appropriation is asked to extend this building so as to furnish room for the accommodation of the workmen.

Crib foundation for launching slip.—The estimate submitted for this object is absolutely necessary to prepare the ways for launching the ship now building ; without it the ship cannot be launched.

Brick wall around new purchase.—The purchase of the lot, as authorized by law, has not yet been consummated ; but when the United States obtains the title to the land, it must be enclosed, and for that purpose an appropriation is asked.

Bulkhead at new purchase.—This estimate is for running a bulkhead across the new purchase, to retain the filling that may be put upon it. The appropriation is necessary to render the lots useful.

Repairs of dry dock.—The amount asked for this object is necessary for the proper preservation and safe-keeping of this very important appendage to the yard.

Repairs of dredger.—The use of this machine is required to maintain the proper depth of water for working the dry dock, and cleaning out around the wharves, and it is necessary that it should be kept at all times in a condition for work.

Filling in new purchase.—On the lots to be purchased there are some slips and low places which require filling up, and the estimate submitted will be necessary for the purpose.

Repairs of all kinds.—This item embraces the usual amount asked for repairs of the various buildings, docks, wharves, bridges, roads, fences, and other

improvements, and is such as will be required to keep these different works in a proper condition.

WASHINGTON, D. C.

The only work of improvement which has been completed at this yard during the past year is paving. The amount expended on this object is, for materials, \$14,205 76, and for labor, \$794 24, making an aggregate of \$15,000. This work has been done in a substantial manner, and affords improved facilities for the transportation of heavy articles.

The objects which have been in progress, but which are not yet completed, are dredging channels, machinery and tools, coal depot, repairs and increase of ordnance machinery and shops, and repairs of all kinds. The amount expended upon these works during the year is, for materials, \$41,004 51, and for labor, \$56,726 94, making an aggregate of \$97,731 45.

The amount expended during the year for objects coming under the head of contingent is \$168,388 10.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: For completing copper rolling-mill extension, completing storehouse for provisions, new cradle for railway, coal depot and machinery, machinery and tools, flagging and draining, dredging channels, rail tracks, and for repairs of all kinds, amounting in the aggregate to the sum of \$218,300.

Completing copper rolling-mill extension.—An appropriation for this object has been made, but owing to the greatly increased cost of materials and labor the amount allotted will be insufficient to complete it. The object is an important one, as the demands upon the rolling-mill are more than can be fulfilled by the present establishment. An appropriation is, therefore, asked to complete the work.

Completing storehouse for provisions.—An appropriation has also been made for this object, but since the estimate was made the cost of labor and materials has greatly increased, and the amount allotted will not complete the building. It is an important one, and much needed, and therefore an additional sum is asked for its completion.

New cradle for railway.—This railway has been in almost constant use for several years, and the cradle requires renewal. The railway is an indispensable appendage to the yard in repairing the numerous small vessels belonging to the Potomac flotilla, and it is of the utmost importance that a new cradle should be provided. An estimate for this object is submitted, and an appropriation strongly urged.

Coal depot and machinery.—This work has been nearly completed, so far as the construction of the wharf goes; but an additional amount is necessary to provide the requisite machinery, for which purpose an appropriation is asked.

Machinery and tools.—An estimate is submitted for an addition to the machinery and tools at this yard. The quantity now in use is not sufficient for the performance of the large amount of work required at this station, and an appropriation for this object is greatly needed.

Flagging and drainage.—The large amount of heavy transportation over the yard renders it necessary that great attention should be paid to the roads and the drainage of the grounds. The estimate submitted is considered necessary to put the surface of the yard in proper condition.

Dredging channels.—The use of the dredging machine is required for cleaning out around some of the wharves and channels to maintain a proper depth of water, and to defray the expense the estimate submitted will be necessary.

Rail tracks.—To expedite the transportation of heavy materials, manufactured articles and stores to and from the different workshops and storehouses, it is

proposed to lay rail tracks in the yard. The use of this facility will effect a great saving in time and money, and it is hoped the amount asked for will be granted.

Repairs of all kinds.—Some of the large workshops require extensive repairs, and to meet that expense, and the cost of the usual annual repairs to the various buildings, wharves, docks, roads, fences, furnaces, and other improvements, the amount estimated can be judiciously and profitably expended.

NORFOLK, VIRGINIA.

The operations at this yard during the past fiscal year have been confined to the repairing of such buildings and other works as were absolutely necessary for the storage of materials and protection of the workmen employed in repairing the very large number of vessels of the North Atlantic squadron which are now constantly visiting this important station for repairs. A new caisson has been built for the dry dock, and that important work has again been brought into successful operation, as the damage done to the masonry was not such as to materially affect the use of the dock. Repairs have been made upon the victualling-house, mast-house, wharves, offices, blocks and shears, machine and boiler shop, lighters, pitch-house, gas-pipes, guard-house, foundry, &c. The work upon these objects has been prosecuted with vigor, and upon most of them it is still in progress. The amount expended under the head of repairs of all kinds during the year is \$112,695 96. The amount expended during the year under the head of contingent is \$28,053 33.

Estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: For repairs of boat-shed No. 29; repairs of timber-sheds Nos. 30 and 31; repairs of naval store No. 15; repairs of stables; repairs of carpenters' shop; repairs of buildings Nos. 19 and 37; machinery and tools; dredging channels, and for repairs of all kinds, amounting in the aggregate to the sum of \$514,000.

As all the buildings in this yard were destroyed by the rebels when they evacuated the place, and as this is one of the most important stations where large numbers of vessels resort for repairs, it will be necessary to ask for large appropriations for some time to come in order to place the yard in a comparative state of efficiency. Already much has been done towards repairing the buildings, and a very large number of vessels belonging to the North Atlantic blockading squadron have been repaired here. The want of proper storehouses and workshops produces great inconvenience, and it is very desirable that the amount of the estimates now submitted should be appropriated.

PENSACOLA, FLORIDA.

At this yard but little has been done towards its improvement. The work has been confined to the repairs of such buildings as were found absolutely necessary to meet the wants of the Gulf squadron. It consists of repairs upon the building formerly used as a chapel and armory, building two half docks for the examination and repair of small vessels, machine shop and machinery for the same, smithery, storehouse, and wharves. These works have been so far repaired as to afford moderate facilities for repairing the various vessels visiting the yard. The amount expended during the year is \$26,900 26. There has been expended for objects coming under the head of contingent the sum of \$16,747 56.

Estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, coming under the head of repairs of all kinds: For repairs of machine shop, repairs of storehouse, repairs of commandant's quarters, repairs of commanders' quarters, repairs of officers' quarters, and for repairs of all kinds, amounting in the aggregate to the sum of \$171,000.

This yard was also almost entirely destroyed by the rebels, and thus far but little has been done to restore it to its former condition. Some small amount of machinery has been erected to meet the most pressing want of the Gulf squadron, and it is now proposed to repair a few of the buildings for the accommodation of the officers, stores, &c., and the amount estimated will probably be sufficient to meet the demands which will be made upon the yard at present.

MARE ISLAND, CALIFORNIA.

The works of improvement which have been completed at this yard during the past fiscal year are officers' houses Nos. 7, 9, 11 and 13, four cisterns for rain water, boat-house and landing slip, basin and railway, Bishop's derrick, and portable engines. Upon these several objects there has been expended for materials the sum of \$3,925 55, and for labor, \$41,862 71, making an aggregate of \$45,788 26.

The works which have been in progress during the year, but which are not yet completed, are: wharf, gradin g and paving, drainage and sewerage, tar and pitch house, foundry, boiler establishment, &c., machinery for machine shop, two iron wharf-cranes, scows, lighters and stages, repairs of sectional dock, smithery, boiler-house in smithery, cistern and holder for gas-works, saw-mill, stables, coal-house and wharf, sea-wall, and repairs of all kinds. The amount expended upon these various objects during the past fiscal year is \$274,125 17. Under the head of contingent there has been expended during the year the sum of \$120,734 48.

Plans and estimates are submitted for the fiscal year ending June 30, 1866, for the following objects, viz: For continuing grading and paving, foundry establishment, completing iron wharf-cranes, smithery, tools and machinery, cistern and holder for gas-works, saw-mill machinery, coal-house and wharf, sea-wall continuation, guard-house, commencing wall at foundry, completing one-half of storehouse, paint shop, commencing timber-shed, and for repairs of all kinds, amounting in the aggregate to the sum of \$348,800.

Continuing grading and paving.—This important and highly necessary work has been in progress since the commencement of the yard, and as other improvements are made this must continue in progress. An estimate is submitted for such sum as will be required during the next fiscal year.

Foundry establishment.—This work is far advanced towards completion, and a small additional amount is required to place it in a state of efficiency, for which an appropriation is asked.

Completion of iron wharf-cranes.—These important appendages to the yard have been purchased and partially set up. For completing the foundations, setting up and putting in operation, a small appropriation is necessary.

Smithery, tools, and machinery.—This establishment has been in successful operation for some time, but the increasing demands of the service require additional tools and machinery, and for that purpose an estimate is submitted.

Cistern and holder for gas-works.—This work is nearly completed, but, owing to the great advance in the cost of materials and labor, the amount allotted is insufficient, and a further appropriation is required to complete the work.

Saw-mill machinery.—The saw-mill building has been commenced, but the amount available for the object will not complete it. The great increase in cost of all work since the estimates were made renders it impossible to execute them within the amount allotted. This is a very necessary work, and it is desirable that it should be completed at an early day, and therefore an estimate is submitted for the purpose.

Sea-wall continuation.—This improvement is necessary for the protection of that portion of the yard bordering on the bay of San Pablo. It has been commenced, and an additional appropriation is necessary for its continuation.

Guard-house.—Materials have been procured for this object, and the building is much needed for the accommodation of the guard and watchmen, who now occupy temporary and inconvenient quarters. The price of labor is now so high that additional funds will be required to complete the building.

Commencing quay wall at foundry.—To afford a good landing and working ground in front of the foundry, this wall is absolutely necessary; and as it is hoped the foundry establishment will soon be in condition for full operation, it is highly important that this work should be commenced at once. An appropriation for this object is therefore urged.

Completing one-half of storehouse.—The amount of store accommodation at this yard is quite limited, and as the business of the yard increases great difficulty occurs in finding room for the storage and safe-keeping of the large quantity of stores constantly accumulating. It is therefore proposed to construct one-half of one of the stores as laid down on the plan of the yard. This will afford room to meet the present wants of the service, and the appropriation is deemed highly necessary.

Paint shop.—This building is much needed, there being no proper place provided for the painters' paint-mills, varnish boilers, &c. They are now located in a loft over a timber-shed, and as many of the materials used are of an inflammable nature, it is deemed best to have them in an isolated building, where, in case of accident, other property may not be in danger. An estimate is therefore submitted for this object.

Commencing timber-shed.—The want of proper buildings for the stowage of timber causes great loss to the government in the rapid decay of that material when exposed to the excessive alternations of wet and dry weather. An appropriation is therefore asked for commencing a new timber-shed in the vicinity of the saw-mill, which it is hoped will be granted.

Repairs of all kinds—The amount estimated under this head will be required for the necessary annual repairs of the various buildings, docks, wharves, roads, and other improvements.

SACKETT'S HARBOR.

The expenditures at this station, during the past fiscal year, have been confined to the necessary repairs of the existing improvements. The amount expended during the year for this purpose is \$598 32.

For the necessary repairs of the ship-house and other buildings, wharves and roads, during the next fiscal year, there will be required the sum of \$2,000.

MISCELLANEOUS STATIONS.

During the progress of the war it has become necessary to establish temporary stations at various points, (and to meet extraordinary demands,) such as Port Royal, South Carolina, Key West, Florida, Ship Island, Mississippi, Cairo, Illinois, and Memphis, Tennessee. In its future progress probably others will be required, and means should be at the disposal of the department to meet such emergencies as they occur. For an object of this kind no detailed estimates can be made, because the expenditures are entirely dependent upon the future operations of the land and naval forces; it is therefore deemed proper and wise to ask an appropriation of \$1,000,000, to meet these demands should they occur.

NAVAL ASYLUM.

This institution has been judiciously administered under its present governor, and the inmates seem contented and happy, though occasionally cases of intoxication occur, notwithstanding the rules of temperance are sedulously urged in the most persuasive and conciliatory manner. The advance in the

price of all articles will necessitate a small increase over last year's appropriation in the item of "support of beneficiaries." There were, on the 1st of July, 1863, one hundred and seventy-six (176) persons, including officers and attendants, borne on the rolls of the asylum. Eight (8) beneficiaries have been admitted, seventeen (17) have died, and one (1) has been sent to the insane asylum during the fiscal year ending June 30, 1864.

The expenses of the institution for the year ending June 30, 1864, have been as follows:

Subsistence	\$15,668 03 $\frac{3}{4}$
Clothing, tobacco, &c.	7,850 05
Miscellaneous items	7,619 39
Officers and attendants	21,471 91
Total	<u>52,609 38$\frac{3}{4}$</u>

All of which is respectfully submitted.

JOS. SMITH, *Chief of Bureau.*

HON. GIDEON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 15, 1864.

A.—General estimates from yards and docks.

No. 1.—Estimate for the support of the bureau.

No. 2 Estimate for officers and others at yards and stations.

No. 3.—Statement showing the sums which make up the first and second items of Y. & D., A.

No. 4.—Estimate for improvements and repairs at yards and stations.

No. 5.—Estimate for repairs of all kinds, showing the sums which make up the amounts under this head in Y. & D., No. 4.

No. 6.—Statement of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1866.

No. 7.—Estimates of appropriations, under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1866.

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

Y. & D., A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1866, in addition to the balances remaining unexpended July 1, 1865.

	Estimated for the year end- ing June 30, 1866.	Estimated for the year end- ing June 30, 1865.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D., No. 3).....	\$188,816	\$185,216
2. For the pay of superintendents, naval constructors, and all the civil establishments of the several yards and stations, (see Y. & D., No. 3).....	132,870	130,120
3. For the improvements and repairs at yard, stations, and naval asylum, (see Y. & D., No. 4).....	4,492,793	2,465,528
4. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: for freight and transportation; for printing, advertising, and stationery; for books, maps, models, and drawings; for the purchase and repair of fire-engines; for machinery of every description, and patent right to use the same; for repairs of steam-engines and attendance; for purchase and maintenance of oxen and horses and driving teams; for carts, timber-wheels, and workmen's tools of every description for navy yard purposes; for telegrams and postage of letters on public service; for furniture for government offices and houses; for coals and other fuel; for candles, oil, and gas; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for pay of watchmen; for incidental labor at navy yards not applicable to any other appropriation; for rent of landing at Portsmouth, N. H.; for tolls and ferriages; for water tax; and for rent of stores and rendezvous, (see Y. & D., No. 6).....	1,760,000	1,370,000
Total.....	6,574,479	4,150,864

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

Y. & D., No. 1.

Estimates of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1866.

For salary of the chief of the bureau, per act of July 16, 1862, Statutes at Large, pamphlet edition, chapter 183, section 15, page 586.....	\$4,000
For salary of civil engineer, per act of March 3, 1863, Statutes at Large, pamphlet edition, chapter 118, section 1, page 818.....	3,000

For salary of chief clerk, fourth class, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511..	\$1, 800
For salaries of six clerks, including draughtsman, (one of third class, four of second class, and one of first class,) per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511.....	8, 400
For salary of messenger, as per act of June 25, 1864.....	1, 000
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of June 25, 1864.....	1, 440
Total.....	19, 640
Appropriated for the year ending June 30, 1865.....	\$19, 640

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor.....	\$1, 800
Appropriated for the year ending June 30, 1865.....	\$800

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

Y. & D., No. 2.

Estimate of the pay of officers and others at navy yards and stations for the fiscal year ending June 30, 1866.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Commodore.....	\$3, 200	\$21, 420
1	Commander.....	2, 249	
2	Lieutenants, at \$1,500 each.....	3, 000	
1	Master	1, 200	
1	Surgeon.....	2, 400	
1	Paymaster.....	2, 400	
1	Chaplain	1, 500	
1	Boatswain.....	1, 000	
1	Gunner.....	1, 000	
1	Carpenter.....	1, 000	
1	Sailmaker.....	1, 000	
1	Paymaster's assistant, when performing the duties of clerk also, (act May 26, 1864.)	1, 000	
1	Steward (surgeon's).....	480	
ORDINARY.			
12	Seamen, at \$180 each	2, 160	3, 024
6	Ordinary seamen, at \$144 each.....	864	
CIVIL.			
1	Storekeeper	1, 500	
1	Naval constructor.....	2, 600	
1	Civil engineer.....	2, 000	

Y. & D., No. 2—Continued.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
1	Draughtsman to civil engineer	\$1,200	
1	Superintendent floating dock	1,000	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	900	
1	Clerk to the commandant	1,200	
1	Clerk to the storekeeper	900	
1	Clerk to the naval constructor	1,000	
1	Porter	500	
			\$13,850
	Total		38,294

BOSTON.

NAVAL.			
1	Rear-admiral	\$4,000	
1	Commander	2,240	
2	Lieutenants, at \$1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Chaplain	1,500	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act of May 26, 1864)	1,200	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
			\$23,700
CIVIL.			
1	Storekeeper	2,000	
1	Naval constructor	2,600	
1	Civil engineer	2,500	
1	Assistant engineer	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Master machinist and steam engineer	2,000	
1	Measurer and inspector of timber	1,200	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk (second) to commandant	960	
1	Draughtsman to steam engineer	1,200	
1	Clerk to civil engineer	900	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to master machinist and steam engineer	900	
1	Clerk to inspector of provisions, &c., (act May 26, 1864)	1,200	
1	Clerk to naval constructor	1,000	
1	Clerk (second) to naval constructor	800	
1	Porter	500	
			26,160
	Total		49,860
NOTE.—The surgeon of the yard will attend the marines also.			

Y. & D., No. 2—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Rear-admiral	\$4,000	
1	Commander	2,240	
3	Lieutenants, at \$1,500 each	4,500	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Gunner	1,100	
1	Chaplain	1,500	
1	Boatswain	1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act of May 26, 1864)	1,200	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
CIVIL.			
1	Storekeeper	2,000	
1	Naval constructor	2,600	
1	Assistant naval constructor	2,000	
1	Civil engineer	2,500	
1	Assistant engineer and superintendent of dry dock	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Inspector and measurer of timber	1,200	
1	Draughtsman to steam engineer	1,200	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to steam engineer	900	
1	Clerk to inspector of provisions and clothing, (act May 26, 1864.)	1,200	
1	Clerk to civil engineer	900	
1	Clerk to naval constructor	1,000	
1	Clerk (second) to naval constructor	800	
1	Porter	600	
Total			\$25,200
			26,260
			51,460
NOTE.—The surgeon of the yard will attend the marines also.			

PHILADELPHIA.

NAVAL.			
1	Commodore	\$3,200	
1	Commander	2,240	
2	Lieutenants, at \$1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	

Y. & D., No. 2—Continued.

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
1	Carpenter.....	\$1,000	\$22,100
1	Sailmaker.....	1,000	
1	Paymaster's assistant, when performing duties of clerk also, (act May 26, 1864.)	1,200	
1	Steward (paymaster's).....	480	
	Steward (surgeon's).....	480	
CIVIL.			
1	Storekeeper.....	1,500	12,600
1	Naval constructor.....	2,600	
1	Draughtsman to naval constructor.....	1,200	
1	Superintendent of floating dock and machinery.....	1,000	
1	Measurer and inspector of timber.....	1,050	
1	Clerk of the yard.....	900	
1	Clerk to the commandant.....	1,200	
1	Clerk to storekeeper.....	900	
1	Clerk (second) to storekeeper.....	750	
1	Clerk to naval constructor.....	1,000	
1	Porter.....	500	
NAVAL ASYLUM, PHILADELPHIA.			
1	Commodore.....	3,200	
1	Commander.....	2,240	
1	Lieutenant.....	1,500	
1	Chaplain.....	1,500	
1	Secretary.....	900	
1	Carpenter.....	1,100	
1	Steward to the asylum.....	480	
1	Paymaster's assistant, (act May 26, 1864).....	1,000	
1	Matron.....	204	
6	Washers, at \$108 each.....	648	
1	Cook.....	168	
2	Assistant cooks, one at \$120, and one at \$96.....	216	
6	Laundresses, at \$108 each.....	648	
8	Scrubbers and house-cleaners, at \$96 each.....	768	
4	Laborers, at \$180 each.....	720	
1	Master-at-arms.....	300	
1	Ship's corporal.....	240	
Total.....			15,832
			50,532
NOTE.—The surgeon of the yard will attend the marines also.			

WASHINGTON.

NAVAL.		
1	Commodore.....	\$3,200
1	Commander.....	2,240
1	Lieutenant.....	1,500
1	Master.....	1,200
1	Surgeon.....	2,400
1	Paymaster.....	2,400
1	Chaplain.....	1,500
1	Boatswain.....	1,000
1	Gunner.....	1,000

Y. & D., No. 2—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
1	Carpenter.....	\$1,000	\$19,600
1	Paymaster's assistant, when performing duty as clerk also, (act May 26, 1864.)	1,200	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
ORDINARY.			
10	Ordinary seamen, at \$120 each.....		1,200
CIVIL.			
1	Storekeeper	1,700	16,750
1	Civil engineer, (act of March 3, 1863)	2,000	
1	Draughtsman to civil engineer	1,200	
1	Inspector and measurer of timber.....	1,050	
1	Clerk of the yard	1,200	
1	Clerk to the commandant.....	1,200	
1	Clerk (second) to commandant.....	960	
1	Clerk to the storekeeper.....	1,200	
1	Clerk (second) to storekeeper	900	
1	Steam engineer and machinist.....	1,500	
1	Master tank and caboose maker.....	1,250	
1	Master chain-cable and anchor maker.....	1,250	
1	Messenger	840	
1	Porter.....	500	
Total.....			37,550
NOTE.—The surgeon of the yard will attend the marines also.			

NORFOLK.

NAVAL.			
1	Commodore.....	\$3,200	\$17,100
1	Lieutenant.....	2,240	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster.....	2,600	
1	Boatswain.....	1,100	
1	Gunner.....	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act May 26, 1864).....	1,000	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
CIVIL.			
1	Storekeeper	1,700	12,900
1	Naval constructor.....	2,600	
1	Civil engineer	2,000	
1	Master machinist	1,500	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk to naval constructor	1,000	
1	Clerk to naval storekeeper.....	1,200	
1	Porter	500	
Total			30,000

Y. & D., No. 2—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Commodore	\$3,200	\$17,100
1	Commander	2,240	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act of May 26, 1864)	1,000	
1	Steward (paymaster's)	480	
1	Steward (surgeon's)	480	
CIVIL.			
1	Storekeeper	1,700	5,800
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk to storekeeper	1,200	
1	Porter	500	
Total			22,900

MARE ISLAND.

NAVAL.			
1	Commodore.....	\$3,200	
1	Commander.....	2,240	
2	Lieutenants, at \$1,500 each.....	3,000	
1	Master.....	1,200	
1	Surgeon.....	2,600	
1	Paymaster.....	2,600	
1	Clerk to paymaster and inspector of provisions, (act of July 14, 1862.).....	1,500	
1	Steward (surgeon's).....	750	
1	Steward (paymaster's,) (act of July 14, 1862).....	750	
			\$17,840
CIVIL.			
1	Storekeeper.....	2,500	
1	Naval constructor.....	2,600	
1	Civil engineer.....	3,200	
1	Draughtsman to engineer.....	1,200	
1	Superintendent of dock.....	2,000	
1	Clerk of the yard.....	1,500	
1	Clerk to the commandant.....	1,500	
1	Clerk to the storekeeper.....	1,500	
1	Clerk to the civil engineer, (act of July 14, 1862).....	900	
1	Clerk to the naval constructor, (act of July 14, 1862).....	900	
1	Porter.....	750	
			18,550
Total.....			36,390

Y. & D., No. 2—Continued.

SACKETT'S HARBOR.

No.	NAVAL.		
1	Commodore.....	\$3,200	
1	Lieutenant.....	1,500	
			\$4,700

RECAPITULATION.

Place.	Naval.	Ordinary.	Asylum.	Civil.	Aggregate.
Portsmouth, N. H.....	\$21,420	\$3,024		\$13,850	\$38,294
Boston	23,700			26,160	49,860
New York	25,200			26,260	51,460
Philadelphia	22,100		\$15,832	12,600	50,582
Washington	19,600	1,200		16,750	37,550
Norfolk.....	17,100			12,900	30,000
Pensacola.....	17,100			5,800	22,900
Mare island	17,840			18,550	36,390
Sackett's Harbor.....	4,700				4,700
Total.....	163,760	4,224	15,832	132,870	321,686

Y. & D., No. 3.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks for the year ending June 30, 1866, marked Y. & D., A.

FIRST ITEM IN GENERAL ESTIMATE A.

For naval branch at yards and stations.....	\$168,760
For naval asylum at Philadelphia.....	15,832
For ordinary branch at yards and stations.....	4,224
	188,816

SECOND ITEM IN GENERAL ESTIMATE A.

For the civil branch at all the yards and stations.....	\$132,870

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

Y. & D., No. 4.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several navy yards and the naval asylum, Philadelphia, for the fiscal year ending June 30, 1866.

PORTSMOUTH, N. H.

For reservoir, gutters, &c.....	\$17,000
For oakum store.....	16,500
For siding mill.....	18,000
For extension of ship-house R.....	15,000
For railway, &c., for floating doc.....	34,000
For machinery and tools.....	69,000
For grading gutters and drains.....	6,000
For completing plumbers', coppersmiths' and tin shops.....	10,000
For quay walls.....	3,000
For completing mooring piers.....	3,000
For completing extension of ship-house S.....	8,000
For two launching slips.....	46,000
For repairs of all kinds.....	70,750
Total.....	316,250

BOSTON.

For addition to second story of ropewalk.....	\$86,500
For commencing building for sawing, planing, and working heavy wood work for ships.....	90,000
For two building slips.....	58,000
For provision store.....	149,000
For one set spinning preparation and repairs of ropewalk machinery.....	18,000
For tar pit.....	8,000
For repairs of all kinds.....	84,000
Total.....	493,500

NEW YORK.

For continuing quay wall.....	\$100,000
For receiving store.....	116,200
For grading and filling.....	100,000
For drains, paving, and flagging.....	34,500
For muster office addition.....	2,600
For completing new foundry.....	62,300
For continuation of machine shop and iron-plating shop.....	150,000
For launching ways, ship-house D.....	80,200
For launching ways for steamers.....	66,000
For joiners' shop addition.....	29,375
For paint shop.....	89,900
For water-pipes and hydrants.....	9,588
For officers' houses.....	30,000
For general increase of machinery in the yard.....	100,000
For repairs of all kinds.....	95,000
Total.....	<u><u>1,065,663</u></u>

PHILADELPHIA.

For boat shop.....	\$11,800
For machine shop.....	50,000
For saw-mill.....	16,000
For storehouse.....	28,700
For plumbers' shop.....	8,300
For crib foundation for launching ways.....	4,500
For brick wall around new purchase.....	24,030
For bulkhead at new purchase.....	6,000
For repairs of dry dock.....	66,000
For repairs of dredger.....	8,200
For filling on new purchase.....	20,000
For repairs of all kinds.....	42,150
Total.....	<u><u>285,680</u></u>

WASHINGTON, D. C.

For completing copper-rolling mill extension.....	\$11,500
For completing storehouse for provisions.....	10,800
For new cradle for railway.....	7,000
For coal depot and machinery.....	20,000
For machinery and tools.....	27,000
For flagging and draining.....	11,000
For dredging channels.....	15,000
For rail-tracks.....	8,000
For repairs of all kinds.....	108,000
Total.....	<u><u>218,300</u></u>

NORFOLK.

For repairs of boat-shed No. 29.....	\$82,500
For repairs of timber-sheds Nos. 30 and 31.....	93,000
For repairs of naval store No. 15.....	39,000
For repairs of stables.....	12,500
For repairs of carpenters' shop.....	43,000
For repairs of buildings Nos. 19 and 37.....	111,000
For machinery and tools.....	103,000
For dredging channels.....	10,000
For repairs of all kinds.....	50,000
Total.....	<u>544,000</u>

PENSACOLA.

For repairs of machine shop.....	\$5,000
For repairs of storehouse.....	3,000
For repairs of commandant's quarters.....	6,000
For repairs of commander's quarters.....	2,000
For repairs of officers' quarters.....	5,000
For repairs of all kinds.....	150,000
Total.....	<u>171,000</u>

MARE ISLAND, CAL.

For continuing grading and paving.....	\$10,000
For foundry establishment.....	8,000
For completing iron wharf cranes.....	6,000
For smithery, tools, and machinery.....	8,000
For cistern and holder for gas-works.....	2,800
For saw-mill machinery.....	20,000
For coal-house and wharf.....	12,000
For sea-wall continuation.....	10,000
For guard-house.....	12,000
For commencing quay wall at foundry.....	40,000
For completing one-half of storehouse.....	60,000
For paint shop.....	50,000
Nor commencing timber-shed.....	50,000
For repairs of all kinds.....	60,000
Total.....	<u>348,800</u>

SACKETT'S HARBOR.

For repairs of all kinds.....	<u>\$2,000</u>
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MISCELLANEOUS STATIONS.

To meet emergencies at the Atlantic, East and West Gulf, and Mississippi stations, not foreseen.....	<u>\$1,000,000</u>
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NAVAL ASYLUM, PHILADELPHIA.

For furniture and repairs of same.....	\$1, 000
For house-cleaning and whitewashing	800
For furnaces, grates, and ranges.....	700
For gas and water-rent.....	1, 500
For improvement of grounds.....	300
For wharves and lots.....	800
For hospital and repairs of all kinds.....	500
	5, 600
For support of beneficiaries.....	42, 000
Total.....	47, 600

RECAPITULATION.

For navy yard, Portsmouth, New Hampshire.....	\$316, 250
For navy yard, Boston.....	493, 500
For navy yard, New York.....	1, 065, 663
For navy yard, Philadelphia.....	285, 680
For navy yard, Washington.....	218, 300
For navy yard, Norfolk.....	544, 000
For navy yard, Pensacola.....	171, 000
For navy yard, Mare island.....	348, 800
For naval station at Sackett's Harbor.....	2, 000
For miscellaneous stations	1, 000, 000
For naval asylum, Philadelphia.....	47, 600
Total.....	4, 492, 793

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

Y. & D., No. 5.

Statement of estimates for repairs of all kinds at the several navy yards for the fiscal year ending June 30, 1866.

Objects.	Portsmouth, N. H., 1865-'66.	Boston, 1865-'66.	New York, 1865-'66.	Philadelphia, 1865-'66.	Washington, 1865-'66.	Norfolk, 1865-'66.	Pensacola, 1865-'66.	Mare Island, 1865-'66
For repairs on yard buildings	\$22,000	\$9,500	\$56,850	\$20,000	\$58,000	\$20,600	\$80,000	\$15,500
For repairs on officers' quarters	6,000	5,000	3,000	5,000	6,300	5,000	5,000	5,000
For repairs on bridges, landings, platforms, &c.	2,000		5,000	1,000		3,000	1,000	
For repairs on roads, walks, gutters, and drains	3,000	12,500	6,000	1,000	2,000	2,000	5,000	2,000
For repairs on fences and walls	1,500		3,500	2,000	2,500	1,000	1,000	2,000
For repairs on cranes, scows, and derricks	14,000	7,000	5,500	2,000		5,000	8,000	1,500
For repairs on furnaces, forges, and stoves	7,000		3,000	1,500	13,000	6,000	5,000	4,000
For repairs on docks, wharves, &c.	7,000	17,500	5,300	4,000	8,000	5,000	20,000	12,000
For repairs on miscellaneous objects	8,250	22,500	6,250	5,150	18,200	3,000	20,000	18,000
For repairs on temporary buildings		10,000	600	500			5,000	
Total	70,750	84,000	95,000	42,150	108,000	50,000	150,000	60,000

BUREAU OF YARDS AND DOCKS, October 15, 1864.

Y. & D., No. 6.

Statement of expenditures for contingent during the fiscal year ending June 30, 1864, with estimates for contingent for the fiscal year ending June 30, 1866.

Objects.	PORTSMOUTH, N. H.		BOSTON.		NEW YORK.		PHILADELPHIA.	
	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.
Freight and transportation.....	\$51 33	\$100 00	\$872 00	\$1,100 00	\$29 00	\$150 00		\$1,200 00
Printing, advertising, and stationery.....	1,492 04	3,000 00	2,533 49	3,000 00	3,307 29	3,000 00	\$2,067 42	4,000 00
Books, maps, models, and drawings.....	30 65	100 00	74 38	100 00		150 00		1,200 00
Purchase and repair of fire-engines.....	1,145 00	1,000 00	174 26	3,000 00	4,504 87	4,200 00	5,694 50	10,000 00
Machinery of every description, and patent right to use the same.....	200 00	5,000 00	13,816 62	20,000 00	6,652 40	3,000 00	4,873 24	20,000 00
Repairs of steam-engines, and attendance.....	3,631 48	4,000 00	3,377 04	5,000 00	24,553 45	30,000 00	3,529 10	10,000 00
Purchase and maintenance of oxen and horses and driving teams.....	18,865 67	20,000 00	17,772 05	25,000 00	16,181 82	26,000 00	5,437 84	18,000 00
Carts, timber-wheels, and workmen's tools of every description for navy yard purposes.....	26,839 12	35,000 00	39,675 96	50,000 00	54,072 48	137,000 00	17,821 60	30,000 00
Telegrams and postage of letters on public service.....	51 93	100 00	168 97	200 00	1,447 23	2,000 00	387 80	500 00
Furniture of government offices and houses.....		6,000 00	1,491 31	8,000 00		6,000 00		5,000 00
Coal and other fuel.....	20,592 90	25,000 00	88,943 39	115,000 00	46,158 72	60,000 00	10,305 06	40,000 00
Candles, oil, and gas.....	1,451 61	1,500 00	5,508 39	7,000 00	1,879 58	3,000 00	766 87	5,000 00
Cleaning and clearing up yards.....	487 11	500 00	11,945 48	15,000 00	1,876 00	10,000 00	6,295 13	20,000 00
Flags, awnings, and packing-boxes.....	151 47	200 00	78 00	200 00	25 92	200 00		1,600 00
Pay of watchmen.....	7,998 87	12,000 00	191 31	20,000 00	15,184 12	20,000 00	6,991 82	12,000 00
Incidental labor at navy yards not applicable to any other appropriation.....	797 05	16,470 00	3,252 26	4,400 00	6,654 96	21,200 00	14,879 49	40,700 00
Rent of landing at Portsmouth, New Hampshire.....	30 00							
Tolls and ferriages.....					1,307 50	1,600 00		
Water tax.....			2,175 98	3,000 00	2,441 20	2,500 00	210 00	500 00
Rent of stores and rendezvous.....							165 78	300 00
Total.....	83,817 23	130,000 00	210,150 89	280,000 00	185,176 54	340,000 00	79,407 65	220,000 00

Objects.	WASHINGTON.		NORFOLK.		PENSACOLA.		MARE ISLAND.	
	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.	Expended in 1863-'64.	Estimated for 1865-'66.
Freight and transportation.....	\$78 94	\$1,000 00	\$100 00	\$1,000 00			\$4,717 79	\$8,000 00
Printing, advertising, and stationery.....	1,398 05	5,000 00		5,000 00			2,350 45	5,000 00
Books, maps, models, and drawings.....		500 00		500 00			86 71	5,500 00
Purchase and repair of fire-engines.....	6,595 49	10,000 00	500 00	2,000 00			1,996 35	5,000 00
Machinery of every description, and patent right to use the same.....	1,051 68	15,000 00	5,000 00	30,000 00			912 35	40,000 00
Repairs of steam-engines, and attendance.....	6,749 14	20,000 00	7,000 00	10,000 00			3,796 67	8,000 00
Purchase and maintenance of oxen and horses and driving teams.....	12,003 69	20,000 00	3,000 00	12,000 00			13,136 62	20,000 00
Carts, timber-wheels, and workmen's tools of every description for navy yard purposes.....	26,221 39	40,000 00	2,000 00	20,000 00			14,280 55	25,000 00
Telegrams and postage of letters on public service.....	84 24	100 00		100 00			32 50	5,100 00
Furniture of government offices and houses.....	1,769 41	3,000 00						5,000 00
Coal and other fuel.....	87,728 05	175,000 00	5,000 00	20,000 00			39,306 05	50,000 00
Candles, oil, and gas.....	6,198 93	10,000 00	500 00	1,000 00			3,539 10	5,000 00
Cleaning and clearing up yards.....	546 75	2,000 00	3,000 00	20,000 00			3,445 46	6,000 00
Flags, awnings, and packing-boxes.....	3 75	100 00		500 00				500 00
Pay of watchmen.....	7,696 88	10,000 00		12,000 00				
Incidental labor at navy yards not applicable to any other appropriation.....	10,262 44	38,300 00	1,953 33	45,900 00			33,133 88	21,900 00
Rent of landing at Portsmouth, New Hampshire.....								
Tolls and ferriages.....								
Water tax.....								
Rent of stores and rendezvous.....								
Total.....	168,388 10	350,000 00	28,053 33	180,000 00	16,747 56	60,000 00	120,734 48	200,000 00

BUREAU OF YARDS AND DOCKS, October 15, 1864.

Y. & D., No. 7.

Estimate of appropriations under the cognizance of the Bureau of Yards and Docks required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of app'ns required for the service of the fiscal year ending June 30, 1866.	Appropriations for the fiscal year ending June 30, 1865.
Pay of superintendents..... Contingent enumerated..... Navy yard, Portsmouth, N. H..... Navy yard, Boston..... Navy yard, New York..... Navy yard, Philadelphia..... Navy yard, Washington..... Navy yard, Norfolk..... Navy yard, Pensacola..... Navy yard, Mare island, California..... Navy station, Sackett's Harbor..... Miscellaneous stations..... Naval asylum, Philadelphia..... Support of beneficiaries.....	\$132, 870 1, 760, 000 316, 250 493, 500 1, 065, 663 285, 680 218, 300 544, 000 171, 000 348, 800 2, 000 1, 000, 000 5, 600 42, 000	\$125, 688 1, 370, 000 151, 935 184, 500 669, 315 214, 945 149, 465 223, 433 50, 000 224, 595 5, 200 32, 000

BUREAU OF YARDS AND DOCKS, *October 15, 1864.*

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,

November 15, 1864.

SIR: I have the honor to transmit herewith abstract of offers and list of contracts for 1864-'65, (Nos. 8 and 9,) of the annual report, referred to in the bureau's letter to the department of the 15th ultimo.

I am, respectfully, your obedient servant,

JOS. SMITH,
Chief of the Bureau.

HON. GIDEON WELLES,
Secretary of the Navy.

Y. & D., No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Portsmouth, New Hampshire, under advertisement dated August 22, 1864.

Class No. 1, bricks:

James M. Shaw	\$7,517 50
Chas. C. Wentworth.....	7,020 00
John Mathes.....	5,423 50
Eaton & Gage.....	* 4,870 00

Class No. 2, stone:

John H. Stimpson.....	* 19,158 00
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Class No. 5, oak and hard wood:

Job Thompson.....	185 00
John Mathes.....	163 95
John M. Davis.....	169 50
Andrew J. Stimson.....	1,420 00
Trickey & Jewett.....	* 150 00

Class No. 6, white pine, &c.:

Oakman & Eldridge.....	20,295 94
Samuel Adams & Co.....	16,127 26
Trickey & Jewett.....	* 14,960 35
Richard Dunbar.....	24,158 13

Class No. 7, lime, hair, and plaster:

Oakman & Eldridge.....	* 884 50
Sam'l A. Wheelwright..	1,064 00
Samuel Adams & Co.....	946 50
Geo. W. Tucker.....	916 75

Class No. 8, cement:

James M. Shaw.....	1,039 50
Oakman & Eldridge.....	875 00
Samuel Adams & Co.....	910 00
Geo. W. Tucker.....	* 870 00

Class No. 9, gravel and sand:

Oakman & Eldridge.....	630 00
J. Eldridge & Son.....	560 00
Ezra Eames.....	* 420 00

Class No. 9½, moulding and fire-sand and fire-clay:

Oakman & Eldridge.....	1,445 00
Chas. C. Wentworth.....	1,578 00
Phineas Drake.....	1,175 00
J. Eldridge & Son.....	1,720 00
C. W. & J. Whitehead...	* 1,105 00

Class No. 10, slate:

Samuel Adams & Co.....	* \$2,205 00
Geo. W. Tucker.....	2,250 00
George Adams.....	2,700 00

Class No. 11, iron, iron nails and spikes:

Chas. C. Wentworth.....	12,170 25
Lockwood & Collins.....	14,493 50
John R. Elvans.....	11,503 75
John P. Lyman.....	* 8,882 00
Spaulding & Parrott.....	9,209 75
Wm. E. Coffin & Co.....	9,311 75
Wm. A. Wheeler.....	14,924 50

Class No. 12, steel:

Chas. C. Wentworth.....	8,967 00
Sam'l A. Wheelwright...	* 6,885 00
Lockwood & Collins.....	12,890 00
John R. Elvans.....	12,255 00
John P. Lyman.....	7,730 50
Spaulding & Parrott.....	8,260 00
Wm. A. Wheeler.....	12,950 50
Eaton & Gage.....	8,695 00
George Adams.....	8,191 00

Class No. 13, pig iron:

James M. Shaw.....	3,860 00
Oakman & Eldridge.....	3,600 00
Chas. C. Wentworth.....	3,680 00
Sam'l A. Wheelwright...	* 3,200 00
Lockwood & Collins.....	6,000 00
John R. Elvans.....	5,000 00
Wm. A. Wheeler.....	4,800 00

Class No. 14, files:

Chas. C. Wentworth.....	24,771 37
Sam'l A. Wheelwright...	17,183 55
Lockwood & Collins.....	28,999 00
John R. Elvans.....	29,018 00
S. G. Howe & Co.....	* 16,721 35
Wm. A. Wheeler.....	35,838 83
Whipple File Man'f'g Co	† 15,164 87
George Adams.....	22,355 09

Class No. 15, paints, oils, and glass:

Banker & Carpenter.....	4,918 25
Sam'l A. Wheelwright...	* 4,701 75

* Accepted.

† Informal.

Lockwood & Collins.....	\$5,313 00	Class No. 24, sperm and lubricating oils:	
Wm. A. Wheeler.....	9,265 75	Southard, Herbert & Co..	\$6,786 30
George Adams.....	5,318 82	Chas. H. Pollock.....	*6,271 10
Class No. 16, ship-chandlery:		James M. Shaw.....	6,636 50
Lockwood & Collins.....	3,233 00	Banker & Carpenter.....	6,811 00
Geo. T. Vaughan.....	*2,749 49	Lockwood & Collins.....	7,528 00
Jno. H. Bailey.....	3,128 00	Wm. A. Wheeler.....	8,223 00
John R. Elvans.....	3,116 00		
Wm. A. Wheeler.....	4,150 37	Class No. 25, iron castings:	
Class No. 17, hardware:		Chas. H. Pollock.....	3,225 00
Lockwood & Collins.....	29,189 90	Phineas Drake.....	*1,451 25
Jno. H. Bailey.....	*25,538 00	Ira Hazelton.....	1,505 00
John R. Elvans.....	27,027 71		
Wm. A. Wheeler.....	36,249 05	Class No. 26, augers:	
Class No. 18, stationery:		Chas. C. Wentworth.....	4,735 00
Hall L. Davis.....	*4,290 57	Lockwood & Collins.....	6,915 00
Wm. A. Wheeler.....	5,847 40	Jno. H. Bailey.....	6,791 00
Class No. 19, firewood:		John R. Elvans.....	*4,309 80
John Mathes.....	1,741 25	Wm. A. Wheeler.....	5,761 00
John H. Bailey.....	1,872 50		
John M. Davis.....	*1,394 75	Class No. 27, anthracite coal:	
Andrew J. Stimson.....	1,891 75	Oakman & Eldridge.....	7,612 50
Class No. 20, hay and straw:		Chas. C. Wentworth.....	9,975 00
Chas. C. Barrell.....	*9,779 00	Albert R. Bass.....	*7,166 25
Trickey & Jewett.....	11,550 00	Eaton & Gage.....	8,190 00
Class No. 21, provender:		Class No. 29, bituminous Cumberland coal:	
Chas. G. Pickering.....	*6,290 00	Oakman & Eldridge.....	8,300 00
Class No. 22, charcoal:		Jno. P. Lyman.....	8,750 00
Sam'l A. Wheelwright...	5,600 00	Albert R. Bass.....	8,275 00
Job Thompson.....	*4,060 00	Eaton & Gage.....	*8,093 70
Jno. H. Bailey.....	4,900 00	Class No. 31, copper and composition nails:	
Jno. M. Davis.....	5,250 00	Chas. C. Wentworth.....	830 00
Andrew J. Stimson.....	5,740 00	Lockwood & Collins.....	700 00
John P. Lyman.....	4,340 00	Geo. T. Vaughan.....	740 00
Wm. A. Wheeler.....	10,500 00	Jno. H. Bailey.....	740 00
Class No. 23, belting, packing, and hose:		John R. Elvans.....	700 00
Henry W. Burr.....	*7,385 00	George Adams.....	*600 00
Chas. C. Wentworth.....	12,333 00	Class No. 32, machinery and tools:	
Sam'l A. Wheelwright...	7,742 50	Chas. H. Pollock.....	6,590 00
Lockwood & Collins.....	13,010 00	Stevens, Brother & Co..	5,225 00
John R. Elvans.....	9,235 00	Jno. Bailey.....	*4,393 00
Wm. A. Wheeler.....	17,370 00	Wm. A. Wheeler.....	8,550 00
James R. Pugh.....	8,152 00	Class No. A, cement paint:	
		Jno. H. Bailey.....	*875 00

* Accepted.

Offers for supplies for the navy yard, Boston, under advertisement dated August 22, 1864.

Class No. 1, bricks:

James M. Shaw.....	\$16,835 00
Oakman & Eldridge.....	14,280 00
Eaton & Gage.....	*12,600 00
Chas. C. Wentworth....	15,320 00

Lockwood & Collins.....	\$12,060 00
Freeman Orne.....	11,335 00
Eaton & Gage.....	10,346 50
Chas. C. Wentworth.....	10,385 40
William A. Wheeler.....	15,590 00

Class No. 2, stone:

E. C. Sargent.....	*6,075 00
Jno. T. Gillman.....	7,375 00
Joseph R. Bodwell.....	6,750 00
John H. Stimpson.....	7,400 00
Daniel C. Hutchinson....	6,900 00

Class No. 13, pig iron:

James M. Shaw.....	3,672 50
Sam'l A. Wheelwright...	*2,750 00
Oakman & Eldridge.....	2,900 00
Lockwood & Collins.....	4,625 00
Freeman Orne.....	3,500 00
Chas. C. Wentworth.....	3,315 00
Wm. A. Wheeler.....	3,700 00

Class No. 5, oak and hard wood:

James A. Sibley.....	†4,909 00
Richard Dunbar.....	7,591 50
Trickey & Jewett.....	*6,070 00
Freeman Orne.....	9,325 00

Class No. 14, files:

Whipple File M'f'g Co....	†12,524 77
Geo. H. Adams.....	18,572 60
Lockwood & Collins.....	20,848 50
Freeman Orne.....	*18,198 35
Chas. C. Wentworth.....	20,183 65
Wm. A. Wheeler.....	28,072 00

Class No. 6, white pine, &c.:

Hiram Emery.....	61,669 00
Oakman & Eldridge.....	40,087 00
James A. Sibley.....	49,350 00
Richard Dunbar.....	51,397 00
Trickey & Jewett.....	*33,726 00
Freeman Orne.....	57,595 00
T. S. Bletz.....	42,045 00

Class No. 15, paints, oils, and glass:

Banker & Carpenter.....	*9,626 36
Samuel A. Wheelwright...	10,130 60
Geo. H. Adams.....	10,604 20
Lockwood & Collins.....	12,617 40
William A. Wheeler.....	15,833 10

Class No. 7, lime, hair, and plaster:

Oakman & Eldridge.....	*3,867 00
Geo. H. Adams.....	4,953 00

Class No. 16, ship-chandlery:

Banker & Carpenter.....	*26,887 57
Lockwood & Collins.....	41,945 70
William A. Wheeler.....	38,280 35

Class No. 8, cement:

James M. Shaw.....	2,376 00
Oakman & Eldridge.....	*1,800 00
Geo. H. Adams.....	2,304 00

Class No. 17, hardware:

Lockwood & Collins.....	35,938 10
Chas. C. Wentworth.....	*32,560 04
William A. Wheeler.....	35,563 50

Class No. 9, gravel and sand:

Oakman & Eldridge.....	3,325 00
Ezra Eames.....	*3,037 50

Class No. 18, stationery:

Jno. M. Whittemore & Co.	*5,117 16
William A. Wheeler.....	9,980 11

Class No. 9½, moulding and fire-sand and fire-clay:

Oakman & Eldridge.....	1,540 00
Chas. C. Wentworth.....	*1,430 00

Class No. 19, firewood:

Oakman & Eldridge.....	750 00
Trickey & Jewett.....	*600 00

Class No. 11, iron, iron spikes, and nails:

Oakman & Eldridge.....	†42,476 00
R. N. Gere, president....	†3,400 00
Freeman Orne.....	127,256 00
Chas. C. Wentworth.....	*52,602 50

Class No. 20, hay and straw:

Mullett & Bradbury.....	*10,485 00
Trickey & Jewett.....	12,000 00

Class No. 12, steel:

Sam'l A. Wheelwright...	*7,897 00
Geo. H. Adams.....	9,520 50

Class No. 21, provender:

Mullett & Bradbury.....	*5,520 00
Trickey & Jewett.....	5,860 50

* Accepted.

† Refused to execute.

‡ Informal.

Class No. 22, charcoal:		Eaton & Gage.....	\$87, 126 25
James M. Shaw.....	\$8, 320 00	Charles C. Wentworth...	111, 625 00
Samuel A. Wheelwright..	6, 400 00	Class No. 29, bituminous and	
Oakman & Eldridge.....	* 5, 600 00	Cumberland coal:	
Class No. 23, belting, packing,		Oakman & Eldridge.....	15, 000 00
and hose:		Albert R. Bass.....	15, 700 00
Henry W. Burr.....	19, 780 56	Eaton & Gage.....	* 14, 730 00
Freeman Orne.....	† 9, 820 92	Charles C. Wentworth...	21, 000 00
Charles C. Wentworth...	* 15, 505 98	Class No. 30, semi-bituminous,	
Class No. 24, sperm and lubri-		Troad Bop, and Picton coals:	
cating oils:		Oakman & Eldridge.....	18, 000 00
Banker & Carpenter.....	9, 264 99	Albert R. Bass.....	* 16, 590 00
James M. Shaw.....	9, 952 34	Eaton & Gage.....	17, 844 00
Sylvanus Thomas.....	† 6, 921 20	Charles C. Wentworth...	20, 400 00
Southard, Herbert & Co..	9, 666 68	Class No. 32, machinery and	
Chas. H. Pollock.....	* 8, 843 70	tools:	
Lockwood & Collins.....	11, 026 00	Stephens, Bro. & Co.....	* 10, 200 00
Freeman Orne.....	† 3, 630 00	Charles H. Pollock.....	14, 500 00
Class No. 25, iron castings:		Class A, new joiner's shop:	
Not bid for.		Jno. T. Gilman.....	145, 597 00
Class No. 26, augers:		A. C. Sanborn & Co.....	147, 772 00
Lockwood & Collins.....	4, 522 50	Joseph W. Coburn.....	* 121, 400 00
Charles C. Wentworth...	* 3, 261 13	Daniel C. Hutchinson....	125, 000 00
William A. Wheeler.....	3, 613 00	Class B, H. B. Smith's patent	
Class No. 27, anthracite coal:		boring and mortising ma-	
Oakman & Eldridge.....	88, 125 00	chine:	
Albert R. Bass.....	* 85, 366 25	Charles C. Wentworth...	* 67 10

Offers for supplies for the navy yard, New York, under advertisement dated August 22, 1864.

Class No. 1, bricks:		Class No. 5, oak and hard wood:	
Wm. Bowne.....	\$33, 479 00	James A. Sibley.....	† \$1, 874 50
Eaton & Gage.....	* 28, 644 00	Freeman Orne.....	4, 195 00
David Babcock.....	31, 182 00	Watson & Pettinger....	* 2, 320 14
Class No. 2, stone:		Richard Dunbar.....	3, 780 50
David Babcock.....	37, 550 00	Dunn & Deane.....	3, 494 00
John H. Stimpson.....	45, 718 50	Do.....	5, 653 00
Joseph R. Bodwell.....	* 24, 491 57	Class No. 6, white pine, &c.:	
Class No. 2½, stone:		James A. Sibley.....	99, 784 90
David Babcock.....	* 14, 817 50	Freeman Orne.....	79, 262 92
Class No. 4, yellow pine lumber.		Watson & Pettinger....	118, 630 64
James A. Sibley.....	12, 250 00	James Bigler.....	* 53, 952 99
Freeman Orne.....	21, 875 00	Richard Dunbar.....	109, 139 18
Watson & Pettinger....	* 10, 500 00	F. S. Bletz.....	70, 016 40
Richard Dunbar.....	12, 250 00	Dunn & Deane.....	† 52, 815 00
F. S. Bletz.....	14, 000 00	Class No. 7, lime, hair, and plaster.	
Dunn & Deane.....	† 9, 000 00	Wm. Bowne.....	7, 052 50
Do.....	17, 500 00	Sam'l A. Wheelwright...	7, 762 50
		Freeman Orne.....	12, 925 00
		David Babcock.....	* 6, 393 75

* Accepted.

† Informal.

‡ Refused to execute.

Class No. 8, cement :

Wm. Bowne.....	\$8,882 00
Freeman Orne.....	10,690 00
Eaton & Gage.....	6,382 00
David Babcock.....	6,592 00
Wm. Macomber.....	11,419 00
M. W. Woodward, sec'y ..	6,620 00
Elias Tomkins, president.	* 6,258 00

Class No. 9, gravel and sand:

Eaton & Gage.....	* 3,198 60
David Babcock.....	3,608 00

Class No. 9½, moulding and fire-sand and fire-clay:

David Babcock.....	* 809 00
Henry Mali.....	843 00

Class No. 10, slate:

Not bid for.

Class No. 11, iron, iron spikes, and nails :

Wm. Bowne.....	49,154 05
Wm. A. Wheeler.....	45,285 25
Freeman Orne.....	32,590 54
Charles H. Pollock.....	34,379 50
John J. Bingham.....	32,482 65
John R. Elvans.....	* 28,871 50
Lockwood & Collins.....	38,890 50
R. N. Gere, president ...	† 4,290 00

Class No. 12, steel :

Wm. Bowne.....	26,077 50
Sam'l A. Wheelwright...	* 18,768 00
Wm. A. Wheeler.....	34,090 00
Freeman Orne.....	21,707 50
Eaton & Gage.....	22,782 50
John J. Bingham.....	24,839 75
John R. Elvans.....	29,847 50
Lockwood & Collins.....	32,530 00
Charles C. Wentworth...	22,895 00

Class No. 13, pig iron :

Wm. Bowne.....	14,400 00
Sam'l A. Wheelwright...	* 12,640 00
Wm. A. Wheeler.....	16,000 00
Freeman Orne.....	15,200 00
John J. Bingham.....	15,200 00
John R. Elvans.....	24,000 00
Lockwood & Collins.....	25,600 00
Charles C. Wentworth....	13,760 00
Wm. Macomber.....	15,360 00

Class No. 14, files :

Wm. Bowne.....	48,201 00
Sam'l A. Wheelwright...	* 27,764 05
Wm. A. Wheeler.....	55,219 25
Freeman Orne.....	37,856 50

Whipple File Man'f'g Co. †	\$24,051 69
Charles H. Pollock.....	30,572 79
John J. Bingham.....	37,840 41
John R. Elvans.....	44,024 40
Lockwood & Collins.....	41,212 00

Class No. 15, paints, oils, and glass :

Wm. Bowne.....	20,773 05
Sam'l A. Wheelwright...	* 12,606 18
Wm. A. Wheeler.....	22,767 00
Lockwood & Collins.....	15,096 30
Banker & Carpenter.....	15,235 80
Wm. H. Shields.....	18,112 22

Class No. 16, ship-chandlery :

Wm. A. Wheeler.....	36,782 08
John J. Bingham.....	* 23,370 41
Lockwood & Collins.....	32,556 90

Class No. 17, hardware :

Wm. A. Wheeler.....	108,667 00
John R. Elvans.....	* 42,237 83
Lockwood & Collins.....	136,406 00

Class No. 18, stationery :

Wm. A. Wheeler.....	19,837 57
Wm. H. Arthur.....	* 19,401 65
C. Bigelow.....	20,358 20

Class No. 20, hay and straw :

Joseph Levy.....	* 5,846 00
Wm. M. Shipman.....	6,660 00

Class No. 21, provender :

Wm. Bowne.....	11,224 00
Joseph Levy.....	9,490 00
Wm. M. Shipman.....	* 7,981 00

Class No. 22, charcoal :

Sam'l A. Wheelwright...	4,249 00
Watson & Pettinger.....	7,636 00
John J. Bingham.....	4,018 50
Lockwood & Collins.....	10,111 00
Edward Fox.....	* 3,434 20

Class No. 23, belting, packing, and hose :

Wm. Bowne.....	24,214 10
Sam'l A. Wheelwright...	16,795 95
Wm. A. Wheeler.....	30,361 35
Freeman Orne.....	20,162 45
Charles H. Pollock.....	22,558 93
John J. Bingham.....	17,891 80
Lockwood & Collins.....	20,006 50
S. S. Vanderhoef.....	* 16,685 85
James R. Pugh.....	17,171 10
Arnold, Martin & Potter.	† 10,863 00

* Accepted.

† Informal.

Class No. 24, sperm and lubricating oils :

Sam'l A. Wheelwright....	\$7,219 80
Wm. A. Wheeler.....	8,278 25
Freeman Orne.....	7,790 80
Charles H. Pollock.....	7,542 00
John J. Bingham.....	*7,086 50
Lockwood & Collins.....	7,198 00
Banker & Carpenter.....	7,327 48
Southard, Herbert, & Co..	7,213 54
Sylvanus Thomas.....	7,243 20
Wm. Macomber.....	7,724 71

Class No. 25, iron work, piping, &c. :

Wm. Bowne.....	23,587 80
Felix Campbell.....	*19,703 90

Class No. 26, augers :

Wm. Bowne.....	12,116 14
Stevens, Bros. & Co.....	*8,585 22
John R. Elvans.....	8,797 25
Lockwood & Collins.....	14,572 50

Class No. 27, anthracite coal :

Wm. Bowne.....	\$86,986 00
A. R. Bass.....	*64,142 00
Eaton & Gage.....	78,580 00
Wm. Y. Agard.....	64,257 40

Class No. 30, semi-bituminous Broad Top coal :

A. R. Bass.....	*1,280 00
Eaton & Gage.....	1,500 00

Class No. 31, copper and composition nails :

Wm. Bowne.....	5,500 00
Sam'l A. Wheelwright..	4,791 00
Wm. A. Wheeler.....	6,575 00
Freeman Orne.....	†3,090 00
Eaton & Gage.....	*4,510 00
John R. Elvans.....	4,740 00
Lockwood & Collins.....	4,566 00
Charles C. Wentworth...	5,589 00

Class A, fire-truck, &c.:

Jacob S. Wortman.....	2,750 00
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Offers for supplies for the navy yard, Philadelphia, under advertisement dated August 22, 1864.

Class No. 1, bricks :

Freeman Orne	*\$120 00
Paul J. Field	190 00

Class No. 2, stone :

Paul J. Field.....	*62 50
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Class No. 4, yellow pine timber :

Freeman Orne	7,955 50
James A. Sibley	†5,966 47
Richard Dunbar.....	*6,364 24

Class No. 5, oak and hardwood :

Freeman Orne.....	15,487 00
James A. Sibley.....	†5,339 00
Richard Dunbar	*8,213 48

Class No. 6, white pine, spruce, juniper, and cypress :

Freeman Orne.....	*9,914 00
James A. Sibley	11,860 00
Lewis Thompson & Co....	10,704 00
Richard Dunbar	11,372 00
F. S. Bletz.....	10,617 00

Class No. 7, lime, hair, and plaster :

Chas. M. Ghiskey.....	77 00
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Wm. F. Simes & Son....	*\$38 50
Paul J. Field.....	55 00

Class No. 9, gravel and sand :

Paul J. Field.....	*150 00
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Class No. 11, iron, iron spikes, and nails :

Lockwood & Collins	6,830 20
William A. Wheeler.....	7,624 90
John R. Elvans.....	5,284 55
Freeman Orne	5,498 50
Chas. M. Ghiskey.....	5,796 00
Wm. F. Potts.....	5,899 50
Paul J. Field.....	*4,603 10

Class No. 12, steel :

George Adams	4,161 00
Lockwood & Collins	6,310 00
William A. Wheeler.....	6,195 00
John R. Elvans	5,700 00
Noblet, Brown, & Noblet ..	4,423 50
Freeman Orne	3,982 50
Eaton & Gage.....	4,159 50
Samuel A. Wheelwright..	*3,476 00
Chas. M. Ghiskey.....	3,925 50
Wm. F. Potts	4,159 50

Class No. 14, files :

Smith & Richardson	8,493 61
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* Accepted.

† Informal.

‡ Refused to execute.

Lockwood & Collins	\$11,168 50	Class No. 23, belting, packing, and hose :	
Wm. A. Wheeler	13,795 75	Lockwood & Collins	\$2,580 75
John R. Elvans	13,123 00	Wm. A. Wheeler	2,109 00
Noblet, Brown & Noblet	9,225 37	John R. Elvans	1,637 75
Freeman Orne	9,462 67	Freeman Orne	1,307 00
Whipple File Man'f'g Co.	† 3,680 20	Grove & Armbruster	1,655 40
Grove & Armbruster	11,599 59	Samuel A. Wheelwright	* 1,068 20
Samuel A. Wheelwright	* 7,009 15		
Charles M. Ghriskey	7,212 30	Class No. 24, sperm and lubri- cating oils :	
Jno. K. Shoemaker	13,489 09	Lockwood & Collins	5,858 00
S. G. Howe & Co.	7,559 62	Wm. A. Wheeler	5,528 25
		Freeman Orne	5,042 50
Class No. 15, paints, oils, and glass :		Samuel A. Wheelwright	4,638 70
Lockwood & Collins	3,300 50	Wm. Macomber	4,973 60
Wm. A. Wheeler	4,567 50	Banker & Carpenter	4,782 01
Samuel A. Wheelwright	3,025 90	Wm. F. Simes & Son	4,835 00
Banker & Carpenter	3,128 40	Sylvanus Thomas	† 4,545 30
Wm. F. Simes & Son	* 2,533 35	Southard, Herbert & Co.	* 4,624 55
Class No. 16, ship-chandlery :		Class No. 26, augers :	
Lockwood & Collins	9,949 50	Lockwood & Collins	21,242 00
Wm. A. Wheeler	13,280 75	Grove & Armbruster	22,421 09
Noblet, Brown & Noblet	10,359 71	Chas. M. Ghriskey	17,930 72
Grove & Armbruster	10,333 53	E. G. Stones	* 13,502 66
Chas. M. Ghriskey	* 8,331 55	Pugh & Brothers	† 660 30
		Paul J. Field	15,255 82
Class No. 17, hardware :			
Smith & Richardson	* 5,294 50	Class No. 27, anthracite coal :	
Lockwood & Collins	9,452 50	Grove & Armbruster	10,540 00
Wm. A. Wheeler	7,309 21	Eaton & Gage	8,060 00
John R. Elvans	6,164 12	Wm. Y. Agard	* 6,169 00
Chas. M. Ghriskey	6,233 34	Joseph H. Downing	7,812 00
Class No. 18, stationery :		Class No. 30, semi-bituminous Broad Top coal :	
Wm. A. Wheeler	4,981 62	Grove & Armbruster	13,600 00
Ferdinand Foster	* 3,531 78	Eaton & Gage	11,600 00
		Joseph H. Downing	* 11,200 00
Class No. 19, firewood :			
Grove & Armbruster	1,010 65	Class No. 32, machinery and tools :	
Chas. M. Ghriskey	1,105 00	Grove & Armbruster	74,630 94
E. L. Garrison	850 00	John K. Shoemaker	87,970 83
Paul J. Field	* 841 50	C. & J. Cooper	* 57,042 55
		Chas. H. Pollock	94,282 20
Class No. 20, hay and straw :			
C. W. Zimmerman	* 1,760 00	Class A, bilge-water indicators:	
Paul J. Field	1,774 00	Not bid for.	
Class No. 21, provender :		Class B, spark-arresters :	
C. W. Zimmerman	4,581 25	Not bid for.	
Paul J. Field	* 3,547 70		
		Class C, pitch-house :	
Class No. 22, charcoal :		Not bid for.	
Wm. A. Wheeler	1,900 00		
Grove & Armbruster	1,300 00		
Chas. M. Ghriskey	1,060 00		
Paul J. Field	* 554 00		

* Accepted.

† Informal.

Offers for supplies for naval asylum, Philadelphia, under advertisement dated August 22, 1864.

Class No. 1, clothing:	Wm. L. Maddock.....	\$1,800 00
Henry W. Scott.....	*\$10,995 85	
Class No. 2, hats, boots, shoes, &c.:	Class No. 8, coal:	
Wm. Muldoon.....	Thomas E. Cahill, pres't..	* 2,310 00
	McTier & Steel.....	† 2,275 00
Class No. 3, provisions:	Class No. 9, paints, oils, and glass:	
Francis W. Lowrey	Wm. T. Simes & Son.....	* 90 50
G. & A. Scheidt.....	Banker & Carpenter.....	112 20
Abraham R. Paul.....		
Wm. F. Ulmer.....	Class No. 11, lumber:	
	Richard Dunbar.....	338 50
Class No. 4, groceries:	Lewis Thompson & Co....	* 268 00
Wm. Patton.....	Class No. 12, firewood:	
Wm. L. Maddock.....	Paul J. Field.....	* 160 00
Class No. 5, dry goods:	Class No. 13, provender:	
Richard C. Warner.....	Paul J. Field.....	* 365 00
E. J. Crippen		
Henry A. Scott.....	Class No. 14, miscellaneous:	
	Wm. L. Maddock.....	* 946 50
Class No. 6, bread, &c.:	Class No. 15, hardware:	
Joseph Peters.....	Paul J. Field.....	* 98 45
Thomas McConnell.....		
John G. Moxey.....	Class No. 16, stationery:	
William Foley.....	Ferdinand Foster.....	* 661 77
Class No. 7, tobacco:		
Paul J. Field.....		

Offers for supplies for the navy yard, Washington, D. C., under advertisement dated August 22, 1864.

Class No. 1, bricks:	F. S. Bletz.....	* \$700 00
Richard Dunbar.....	F. Blaisdell.....	† 49 50
Geo. H. Plant.....	L. W. Conner.....	† 90 00
Nicholas Acker.....		
Freeman Orne.....	Class No. 6, white pine, &c.:	
	Richard Dunbar.....	15,055 50
Class No. 2, stone:	Freeman Orne.....	12,863 25
Geo. H. Plant	F. S. Bletz.....	* 11,184 96
Nicholas Acker.....	F. Blaisdell.....	12,385 75
	L. W. Conner.....	17,004 60
Class No. 4, yellow-pine lum- ber:	T. Edward Clark.....	12,744 27
Richard Dunbar.....	Class No. 7, lime, hair, and plaster:	
Freeman Orne.....	Geo. H. Plant.....	1,447 50
F. S. Bletz.....	Nicholas Acker.....	* 1,438 50
F. Blaisdell.....		
L. W. Conner.....	Class No. 8, cement:	
	Richard Dunbar.....	687 50
Class No. 5, oak and hard wood:	Geo. H. Plant.....	\$ 660 00
Richard Dunbar.....	Nicholas Acker.....	660 00
Freeman Orne.....	Freeman Orne.....	756 25

* Accepted.

† Informal.

‡ Rejected.

§ Decided by lot.

Class No. 9, gravel and sand:		Wm. E. Spaulding.....	\$8,654 00
Geo. H. Plant.....	\$540 00	Banker & Carpenter.....	8,130 00
Nicholas Acker.....	* 168 00	Class No. 16, ship-chandlery :	
Class No. 9½, moulding and fire sand, and fire clay:		Lockwood & Collins.....	16,232 56
Geo. H. Plant.....	* 1,399 20	E. Wheeler & Son.....	12,916 47
Nicholas Acker.....	1,428 95	C. Sidney Norris & Co.....	12,500 72
Class No. 11, iron, iron nails, and spikes:		Boehm, Rice & Co.....	* 11,398 53
Lockwood & Collins.....	9,228 50	Wm. A. Wheeler.....	19,005 75
E. Wheeler & Son.....	8,309 00	Class No. 17, hardware :	
C. Sidney Norris & Co....	8,327 50	Lockwood & Collins.....	10,358 26
Freeman Orne.....	7,977 00	E. Wheeler & Son.....	7,776 23
John R. Elvans.....	* 6,417 00	C. Sidney Norris & Co....	7,896 97
Wm. A. Wheeler.....	10,243 00	John R. Elvans.....	* 5,803 50
Sam'l A. Wheelwright....	7,221 75	Wm. A. Wheeler.....	10,813 59
R. N. Gere, president....	† 3,333 00	Class No. 18, stationery:	
Class No. 12, steel:		Wm. A. Wheeler.....	* 4,823 15
Lockwood & Collins.....	8,260 00	Class No. 19, firewood:	
E. Wheeler & Son.....	5,242 50	Geo. H. Plant.....	5,080 00
C. Sidney Norris & Co....	5,126 00	Freeman Orne.....	6,350 00
Nicholas Acker.....	5,825 00	Wm. A. Wheeler.....	10,160 00
Freeman Orne.....	5,515 00	Samuel A. Wheelwright..	10,160 00
Eaton & Gage.....	5,475 50	F. Blaisdell.....	5,683 25
John R. Elvans.....	5,934 50	L. W. Conner.....	5,524 50
Wm. A. Wheeler.....	8,125 00	T. Edward Clark.....	* 4,762 50
Sam'l A. Wheelwright....	* 4,657 00	Geo. G. Saunders.....	5,702 30
C. C. Wentworth.....	6,845 00	Class No. 20, hay and straw :	
Class No. 13, pig iron:		F. Blaisdell.....	1,555 00
Lockwood & Collins.....	19,500 00	P. W. Dorsey.....	* 1,352 00
E. Wheeler & Son.....	16,500 00	Class No. 21, provender :	
C. Sidney Norris & Co....	15,750 00	P. W. Dorsey.....	* 3,028 00
Nicholas Acker.....	12,750 00	Class No. 22, charcoal :	
Freeman Orne.....	15,000 00	Wm. A. Wheeler.....	6,500 00
Eaton & Gage.....	13,500 00	Samuel A. Wheelwright..	5,850 00
John R. Elvans.....	18,000 00	L. W. Conner.....	2,405 00
Wm. A. Wheeler.....	16,500 00	P. W. Dorsey.....	* 2,323 75
Sam'l A. Wheelwright....	* 12,000 00	A. V. Gray.....	2,340 00
Wm. Macomber.....	12,775 00	Class No. 23, belting, packing, and hose :	
Wm. H. Townsend.....	16,125 00	Lockwood & Collins.....	1,000 00
C. C. Wentworth.....	14,250 00	E. Wheeler & Son.....	800 00
Class No. 14, files:		C. Sidney Norris & Co....	800 00
Lockwood & Collins.....	18,715 00	Freeman Orne.....	600 00
E. Wheeler & Son.....	14,220 13	Wm. A. Wheeler.....	1,000 00
C. Sidney Norris & Co....	12,605 43	Samuel A. Wheelwright..	* 552 00
Freeman Orne.....	13,419 13	Class No. 24, sperm and lubricating oils :	
Whipple File Man'f'g Co..	† 8,905 40	Lockwood & Collins.....	11,162 40
John R. Elvans.....	14,480 25	Freeman Orne.....	10,158 00
Wm. A. Wheeler.....	17,179 50	Wm. A. Wheeler.....	11,117 00
Sam'l A. Wheelwright....	* 9,887 93	Samuel A. Wheelwright..	* 9,057 80
Class No. 15, paints, oils, and glass:		Southard, Herbert & Co..	9,119 84
Lockwood & Collins.....	8,508 50	N. W. Burchell.....	9,092 00
Wm. A. Wheeler.....	13,625 25		
Sam'l A. Wheelwright....	* 7,332 50		

* Accepted.

† Informal.

Wm. Macomber.....	\$9,977 20
Wm. E. Spaulding.....	10,095 80
Sylvanus Thomas.....	930,340 00
Banker & Carpenter.....	9,834 24

Class No. 27, anthracite coal:

Nicholas Acker.....	31,220 00
Eaton & Gage.....	31,977 00
F. Blaisdell.....	33,257 00
A. R. Bass.....	35,807 50
Joseph H. Downing.....	33,965 00
Wm. Y. Agard.....	* 29,155 50
Oakman & Eldridge.....	34,095 00

Class No. 29, bituminous Cumberland coal:

George H. Plant.....	* \$63,870 50
Nicholas Acker.....	67,762 50
Eaton & Gage.....	93,616 50
F. Blaisdell.....	97,300 00
A. R. Bass.....	90,002 50
Oakman & Eldridge.....	67,762 50

Class No. 32, machinery and tools:

Stevens, Brother & Co....	* 35,600 00
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Offers for supplies for the navy yard, Norfolk, Virginia, under advertisement dated August 22, 1864.

Class No. 1, bricks:

S. Patterson.....	* 2,988 00
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Class No. 3, yellow pine timber:

F. S. Bletz.....	17,681 00
Freeman Orne.....	22,514 '88
S. Patterson.....	13,852 30
Watson & Pittinger.....	25,608 60
John O. Evans.....	* 13,818 30
Richard Dunbar.....	19,853 45

Class No. 4, yellow pine lumber:

F. S. Bletz.....	325 00
Freeman Orne.....	550 00
S. Patterson.....	* 250 00

Class No. 5, oak and hard wood:

Freeman Orne.....	3,310 00
S. Patterson.....	* 1,075 60
Watson & Pittinger.....	2,230 50
Richard Dunbar.....	1,562 00

Class No. 6, white pine, &c.:

F. S. Bletz.....	24,988 06
Freeman Orne.....	34,514 25
S. Patterson.....	25,497 32
Oakman & Eldridge.....	27,454 88
Watson & Pittinger.....	31,651 50
John O. Evans.....	* 24,372 67
Bayard & Newhall.....	26,651 25
Richard Dunbar.....	35,061 62

Class No. 7, lime, hair, and plaster:

Wm. A. Wheeler.....	5,355 00
Freeman Orne.....	3,400 00
S. Patterson.....	3,202 50
Sam'l A. Wheelwright....	1,865 00
Oakman & Eldridge.....	* 1,651 50

Class No. 8, cement:

Wm. A. Wheeler.....	\$750 00
Freeman Orne.....	200 00
S. Patterson.....	225 00
Sam'l A. Wheelwright....	† 150 00
Oakman & Eldridge.....	150 00

Class No. 9½, moulding and fire sand and fire clay:

S. Patterson.....	1,000 00
Charles C. Wentworth....	1,150 00
Eaton & Gage.....	700 00
C. W. & J. Whitehead....	* 375 00

Class No. 10, slate:

S. Patterson.....	* 20,000 00
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Class No. 11, iron, iron spikes, and nails:

Wm. A. Wheeler.....	10,006 42
Freeman Orne.....	6,188 50
Dickinson & Elvans.....	5,892 70
Charles C. Wentworth....	7,578 50
Sam'l A. Wheelwright....	* 5,074 80
R. N. Gere, president....	† 1,410 00

Class No. 12, steel:

Wm. A. Wheeler.....	10,100 00
Freeman Orne.....	5,050 00
Dickinson & Elvans.....	5,255 00
Charles C. Wentworth....	6,638 00
Lockwood & Collins.....	6,600 00
Charles M. Ghriskey.....	5,707 00
Sam'l A. Wheelwright....	* 4,122 00
Eaton & Gage.....	4,747 00

Class No. 13, pig iron:

Wm. A. Wheeler.....	2,250 00
Freeman Orne.....	1,875 00
Dickinson & Elvans.....	1,500 00
Charles C. Wentworth....	1,875 00
Lockwood & Collins.....	1,500 00

* Accepted.

† Informal.

‡ Decided by lot.

Sam'l A. Wheelwright...	*\$1,185 00
Oakman & Eldridge.....	1,425 00
James M. Shaw.....	1,852 50
Eaton & Gage.....	1,425 00

Class No. 14, files :

Wm. A. Wheeler.....	45,938 75
Freeman Orne.....	20,284 50
Dickinson & Elvans.....	29,679 25
Charles C. Wentworth...	24,179 72
Charles M. Ghriskey.....	24,123 74
Sam'l A. Wheelwright...	*15,528 88
Whipple File Man'f'g Co.	†13,905 06

Class No. 15, paints, oils, and glass :

Wm. A. Wheeler.....	5,298 45
Lockwood & Collins.....	4,219 00
Sam'l A. Wheelwright...	2,846 80
Banker & Carpenter.....	3,667 55
Wm. F. Simes & Son.....	*2,698 69

Class No. 16, ship-chandlery :

Wm. A. Wheeler.....	31,322 50
S. Patterson.....	*16,661 54
Lockwood & Collins.....	25,850 40
Charles M. Ghriskey.....	25,014 50

Class No. 17, hardware :

Wm. A. Wheeler.....	23,628 30
Dickinson & Elvans.....	*12,248 08
Lockwood & Collins.....	20,792 00
Charles M. Ghriskey.....	14,525 34

Class No. 18, stationery :

Wm. A. Wheeler.....	5,091 50
John R. Elvans.....	*3,890 10

Class No. 19, firewood :

S. Patterson.....	4,170 00
Sam'l A. Wheelwright...	9,300 00
Watson & Pittinger.....	7,800 00
Lyman Reynolds.....	*4,020 00

Class No. 20, hay and straw :

S. Patterson.....	6,000 00
Sam'l A. Wheelwright...	*3,075 00
Childs & Whiting.....	5,017 50

Class No. 21, provender :

S. Patterson.....	4,941 00
Sam'l A. Wheelwright...	*4,680 00
Wm. H. Turner.....	†2,250 00

Class No. 22, charcoal :

Sam'l A. Wheelwright...	\$2,511 25
Watson & Pittinger.....	4,345 00
Wm. Patterson.....	*1,856 00
Lyman Reynolds.....	2,333 50
E. B. Lookins.....	2,408 50

Class No. 23, belting, packing, and hose :

Wm. A. Wheeler.....	12,896 00
Freeman Orne.....	10,812 50
Dickinson & Elvans.....	*6,950 00
Charles C. Wentworth...	15,065 00
Lockwood & Collins.....	13,225 00
Samuel A. Wheelwright...	7,157 50
John H. Haskell.....	9,307 00

Class No. 24, sperm and lubricating oil :

Wm. A. Wheeler.....	5,260 00
Freeman Orne.....	3,857 00
S. Patterson.....	3,640 50
Lockwood & Collins.....	3,730 00
Sam'l A. Wheelwright...	*3,197 00
Southard, Herbert & Co..	3,352 00
Banker & Carpenter.....	3,465 50
James M. Shaw.....	3,650 50
Sylvanus Thomas.....	3,252 50
Wm. F. Simes & Son.....	3,450 00

Class No. 26, augers :

Wm. A. Wheeler.....	661 50
Dickinson & Elvans.....	*366 50
Charles C. Wentworth...	588 50
Lockwood & Collins.....	700 00
Charles M. Ghriskey.....	489 50
Sam'l A. Wheelwright...	444 50

Class No. 27, anthracite coal :

Oakman & Eldridge.....	21,600 00
Eaton & Gage.....	20,690 00
Albert R. Bass.....	20,506 50
Wm. Y. Agard.....	*18,157 50
Joseph H. Downing.....	20,385 00

Class No. 29, bituminous Cumberland coal :

Oakman & Eldridge.....	4,800 00
Eaton & Gage.....	*4,500 00
Albert R. Bass.....	4,635 00

Class No. 30, semi-bituminous Broad Top coal :

Oakman & Eldridge.....	4,400 00
Eaton & Gage.....	*4,125 00
Albert R. Bass.....	4,372 50
Joseph H. Downing.....	4,262 50

* Accepted.

† Informal.

Class No. 31, copper and composition nails :

Wm. A. Wheeler.....	\$14,124 00
Freeman Orne.....	8,003 60
Dickinson & Elvans.....	8,746 00
Charles C. Wentworth...	8 501 56
Lockwood & Collins.....	8,474 40
Sam'l A. Wheelwright..	7,505 64
Eaton & Gage.....	* 6,256 20

Class No. 32, machinery and tools :

Charles H. Pollock.....	* \$14,900 00
Stevens, Brother & Co....	16,100 00

Class A, sashes glazed :

Wm. F. Simes & Son....	* 1,830 79
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Offers for supplies for navy yard, Pensacola, under advertisement dated August 22, 1864.

Class No. 16, ship-chandlery :

Banker & Carpenter.....	\$1,250 00
Samuel A. Wheelwright..	* 626 00

Class No. 17, hardware :

Banker & Carpenter.....	6,600 00
Samuel A. Wheelwright..	* 1,365 00

Class No. 18, stationery :

Not bid for.

Class No. 19, firewood :

Samuel A. Wheelwright..	* 1,900 00
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Class No. 20, hay and straw :

Oakman & Eldridge	1,080 00
Samuel A. Wheelwright..	* 882 00

Class No. 21, provender :

Samuel A. Wheelwright..	* 2,990 00
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Class No. 24, sperm and lubricating oils :

Jas. M. Shaw	\$* 1,790 80
Banker & Carpenter	2,760 00
Samuel A. Wheelwright..	1,832 00
Southard, Herbert & Co..	1,797 60

Class No. 26, augers :

Banker & Carpenter.....	2,372 00
Samuel A. Wheelwright..	* 512 25

Class No. 27, anthracite coal :

Joseph H. Downing.....	22,500 00
Wm. Y. Agard	* 20,205 00
Banker & Carpenter	45,000 00
Oakman & Eldridge	21,600 00

Class No. 29, bituminous Cumberland coal :

Oakman & Eldridge	* 13,200 00
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Class No. 32, machinery and tools :

Stevens, Brother & Co....	* 3,000 00
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* Accepted.

Y. & D., No. 9.

LIST OF CONTRACTS FOR NAVAL SUPPLIES, BUREAU OF YARDS & DOCKS,
1864-'65.*Schedule of materials required for the United States navy yard, Portsmouth, New Hampshire, for
the year ending June 30, 1865.*

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 1, bricks.

450,000 hard-burnt merchantable bricks.....	\$9 50	per M.
8,000 Jersey City fire-bricks.....	70 00	per M.
500 fire-linings, equal to Jersey City, per pattern.....	70 00	per M.

To be delivered as required.

All patterns and samples to be seen at the yard.

JOHN H. STIMPSON. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 2, stone.

40,000 cubic feet dimension split granite, 18 inches rise, 2 feet wide, and in lengths from 4 to 10 feet.....	\$0 30	per cubic foot.
10,000 cubic feet granite, in blocks from 20 to 60 cubic feet each, 2 feet rise, beds and builds to be rough-hammered, and got out to plans to be furnished at the at the yard, each stone to be marked and numbered to conform to the plans.....	0 70	per cubic foot.
1 stone post, 12 feet long, 8 feet to be split square 24 inches, 4 feet to be smooth-hammered round 23 inches in diameter.....	50 00	each.
12 posts, got out so as to work 10 feet long and 12 by 17 inches.....	9 00	each.

Deliveries to commence in thirty days from the date of the contract, and continue as required.

TRICKEY & JEWETT. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 5, oak and hard wood.

5 cords hickory butts, straight and sound.....	\$20 00	per cord.
200 feet board measure white ash boards, 1 inch.....	5 00	per cord.
20 sticks elm, 5 feet long, 15 by 15 inches square, suitable to make ox yokes.....	2 00	per stick.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

42 sticks, 36 feet long, 10 by 12 inches, pine ;
 20 sticks, 19 feet long, 10 by 12 inches, pine ;
 22 sticks, 26 feet long, 8 by 12 inches, pine ;
 11 sticks, 30 feet long, 8 by 12 inches, pine ;
 21 sticks, 39 feet long, 8 by 10 inches, pine ;
 15 sticks, 30 feet long, 6 by 12 inches, pine ;
 8 sticks, 30 feet long, 4 by 10 inches, pine ;
 8 sticks, 24 feet long, 3 by 12 inches, pine.

147 sticks, = 35,672 feet board measure..... \$35 00 per M.

15 sticks, 23 feet long, 8 by 8 inches, spruce ;
 28 sticks, 12 feet long, 8 by 8 inches, spruce ;
 36 sticks, 11 feet long, 8 by 8 inches, spruce ;

12 sticks, 23 feet long, 6 by 9 inches, spruce ;
 22 sticks, 14 feet long, 6 by 9 inches, spruce ;
 12 sticks, 12 feet long, 6 by 7 inches, spruce ;
 69 sticks, 11 feet long, 6 by 7 inches, spruce ;
 11 sticks, 14 feet long, 6 by 6 inches, spruce ;
 11 sticks, 14 feet long, 4 by 6 inches, spruce ;
 246 sticks, 12 feet long, 3 by 7 inches, spruce ;
 1, 130 sticks, 11 feet long, 3 by 7 inches, spruce ;
 160 sticks, 41 feet long, 3 by 6 inches, spruce ;
 40 sticks, 24 feet long, 3 by 6 inches, spruce ;
 76 sticks, 14 feet long, 3 by 5 inches, spruce.

1, 868 sticks, = 51,618 feet board measure	\$24 00	per M.
2, 000 feet board measure No. 2 white pine plank, 4 inches.	60 00	per M.
2, 000 feet board measure No. 2 white pine plank, 3 inches.	60 00	per M.
22, 000 feet board measure No. 2 white pine plank, 2 inches.	55 00	per M.
11, 000 feet board measure No. 3 white pine plank, 2 inches.	25 00	per M.
125, 000 feet board measure No. 3 white pine boards, 1 inch.	28 00	per M.
50, 000 feet board measure No. 2 white pine boards, 1 inch.	60 00	per M.
2, 000 feet board measure No. 2 white pine boards, 1½ inch.	60 00	per M.
3, 000 feet board measure No. 3 white pine boards, 1½ inch.	30 00	per M.
50, 000 feet board measure spruce plank, 2 inches.	24 00	per M.
30, 000 feet board measure spruce plank, 1½ inch.	22 00	per M.
50, 000 feet board measure spruce boards, 1 inch.	22 00	per M.
15, 000 feet board measure spruce joist, 3 by 6 inches.	22 00	per M.
10, 000 feet board measure spruce joist, 4 by 4 inches.	22 00	per M.
4, 000 feet board measure spruce joist, 3 by 5 inches.	22 00	per M.
20, 000 feet board measure spruce joist, 3 by 4 inches.	22 00	per M.

To be delivered as required.

None of this class is required to be seasoned, but all sawed to square edges.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 7, lime, hair, and plaster.

585 casks best Rockland lime, well hooped.....	\$1 50	per cask.
2 barrels calcined plaster.....	2 00	per barrel.
10 bushels hair.....	30	per bushel.

To be delivered as required.

GEORGE W. TUCKER. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 8, cement.

350 barrels hydraulic cement, fresh ground, put up in barrels well papered.....	\$2 49	per barrel.
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To be delivered as required.

EZRA EAMES. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 9, gravel and sand.

7, 000 bushels sharp, clean sand, equal to Plumb island.....	\$0 06	per bushel.
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To be delivered as required.

C. W. & J. WHITEHEAD. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 9½, moulding and fire sand and fire clay.

200 tons best quality moulding sand.....	\$5 00	per ton.
15 barrels best quality parting sand.....	3 50	per barrel.
15 barrels best quality Long Island fire sand.....	3 50	per barrel.

To be delivered as required.

SAMUEL ADAMS & Co. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 10, slate.

45 tons (2,240 lbs.) slate, 20 inches in length, four to the inch,
of uniform thickness, of dark color, as per sample at
yard \$49 00 per ton.
To be delivered as required, on or before April 30, 1865.

JOHN P. LYMAN. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 11, iron, iron nails, and spikes.

3,000 pounds best tank iron, sizes as required	\$0 11	per pound.
3,000 pounds best charcoal flange iron, assorted	12	per pound.
14,200 pounds best Pembroke iron, assorted	11½	per pound.
900 pounds best Pembroke rivet iron, assorted	15	per pound.
1,200 pounds best Russia sheet iron	35	per pound.
2,000 pounds best Russia sheet iron, R. G.	15	per pound.
2,000 pounds best sheet iron, galvanized	17	per pound.
200 pounds Pembroke boiler rivets, assorted	17	per pound.
32,600 pounds round, flat, and square iron, as required	10	per pound.
750 pounds bolts and nuts, sizes as required	15	per pound.
1,200 pounds Norway shoe shapes	15	per pound.
500 pounds Norway nail rods	17	per pound.
900 pounds Norway iron, assorted	15	per pound.
13,750 pounds iron cut nails, sizes as required	10½	per pound.
400 pounds iron finishing nails, sizes as required	12½	per pound.
425 pounds wrought pressed nails, sizes as required	15	per pound.

To be delivered as required.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 12, steel.

7,200 pounds cast steel, Jessop's, sizes as required	\$0 39	per pound.
6,000 pounds cast steel, Firth's, flat, square, and octagon, sizes as required	42	per pound.
5,000 pounds round steel, Firth's, sizes as required	30	per pound.
300 pounds German steel, 1¼ by ¼ inch	19	per pound.

To be delivered as required.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT OCTOBER 7, 1864.

Class No. 13, pig iron.

40 tons pig iron, best American, No. 1 anthracite, (2,240
pounds) \$80 00 per ton.
To be delivered on or before April 30, 1865.

S. G. HOWE & Co. DATE OF CONTRACT, OCTOBER 3, 1864.

Class No. 14, files.

¼ gross hand bastard, 16-inch	\$270 72	per gross.
¼ gross hand, second cut, 16-inch	310 32	per gross.
¼ gross half-round bastard, 16-inch	250 80	per gross.
½ gross round bastard, 16-inch	250 80	per gross.
¼ gross square taper bastard, 16-inch	227 76	per gross.
¼ gross square straight bastard, 16-inch	316 80	per gross.
8 gross flat bastard, 14-inch	151 92	per gross.
1 dozen flat, 14-inch	12 66	per dozen.
6 gross hand bastard, 14-inch	188 16	per gross.
2 gross hand, second cut, 14-inch	224 40	per gross.
3 gross mill (for lathe work,) 14-inch	151 92	per gross.
1 gross mill, 14-inch	151 92	per gross.
7 gross half-round bastard, 14-inch	171 60	per gross.

1 gross square straight bastard, 14-inch	\$227 76	per gross.
1½ gross round bastard, 14-inch	171 60	per gross.
2½ gross square taper bastard, 14-inch	151 92	per gross.
¼ gross three-square taper, 12-inch	158 40	per gross.
8 gross flat bastard, 12-inch	108 96	per gross.
1 dozen flat second cut bastard, 12-inch	132 00	per dozen.
4 gross hand bastard, 12-inch	128 88	per gross.
2 gross mill, (for lathe work,) 12-inch	108 96	per gross.
5 gross mill, 12-inch	108 96	per gross.
2 gross hand second cut, 12-inch	158 40	per gross.
7 gross half-round bastard, 12-inch	122 16	per gross.
1 gross half-round bastard, straight, 12-inch	142 08	per gross.
½ gross half-round, smooth, 12-inch	161 76	per gross.
1 gross half-round second cut, 12-inch	145 20	per gross.
½ gross half-round cabinet maker's, 12-inch	161 76	per gross.
1 gross hand, smooth, 12-inch	171 60	per gross.
2½ gross round bastard, 12-inch	122 16	per gross.
2 gross square straight bastard, 12-inch	151 92	per gross.
2½ gross square taper bastard, 12-inch	108 96	per gross.
¾ gross round bastard, 12-inch	122 16	per gross.
½ gross flat, second cut, 12-inch	132 00	per gross.
1 gross hand bastard, 10-inch	90 72	per gross.
3¼ gross half-round bastard, 10-inch	82 56	per gross.
2 gross half-round second cut, 10-inch	96 00	per gross.
2 gross half-round, 10-inch	82 56	per gross.
¼ gross half-round second cut, straight, ½-inch face, 10-inch	120 00	per gross.
1 gross half-round, smooth, 10-inch	105 60	per gross.
½ gross flat, superfine, 10-inch	194 00	per gross.
½ gross round bastard, 10-inch	82 56	per gross.
2 gross half-round, superfine, 10-inch	211 20	per gross.
1 gross square bastard, 10-inch	77 52	per gross.
2 dozen flat bastard, 10-inch	77 52	per dozen.
¼ gross mill bastard, 10-inch	77 52	per gross.
4 gross mill, 10-inch	77 52	per gross.
1 gross second cut, hand, 10-inch	109 00	per gross.
½ gross square straight, 10-inch	108 96	per gross.
2 gross mill, (for lathe work,) 10-inch	77 52	per gross.
½ gross hand, smooth, 10-inch	115 68	per gross.
1 dozen three-square taper, Stubbs's, 10-inch	9 90	per dozen.
2 dozen flat, 9-inch	5 36	per dozen.
3 gross hand bastard, 8-inch	64 32	per gross.
½ gross half-round bastard, 8-inch	56 16	per gross.
½ gross half-round, smooth, 8-inch	76 10	per gross.
½ gross half-round second cut, 8-inch	69 60	per gross.
½ gross round bastard, 8-inch	56 16	per gross.
¼ gross round second cut, 8-inch	69 36	per gross.
¼ gross square straight, 8-inch	77 52	per gross.
¼ gross square taper, 8-inch	52 80	per gross.
1 gross hand second cut, 8-inch	76 08	per gross.
¼ gross hand, smooth, 8-inch	82 56	per gross.
3 gross mill, 8-inch	52 80	per gross.
4 dozen mill second cut, 8-inch	5 24	per dozen.
3 dozen three-square taper, 7-inch	4 68	per dozen.
1 dozen whip-saw, 7-inch	5 24	per dozen.
¼ gross hand bastard, 6-inch	43 92	per gross.
¼ gross flat bastard, 6-inch	36 50	per gross.
¼ gross flat, second cut, six-inch	40 80	per gross.
¼ gross flat, smooth, 6-inch	49 68	per gross.
¼ gross mill, 6-inch	36 50	per gross.
1 gross half-round bastard, 6-inch	39 60	per gross.
gross half-round, second cut, 6-inch	46 32	per gross.
½ gross half-round, smooth, 6-inch	52 80	per gross.
½ gross round bastard, 6-inch	39 60	per gross.
½ gross square taper, 6-inch	39 60	per gross.
5¼ gross three-square taper, 6-inch	42 96	per gross.
52 gross hand, second cut, 6-inch	49 68	per gross.

$\frac{1}{2}$ gross hand, smooth, 6-inch.....	\$60 48	per gross.
2 gross Stubbs's double cut handsaw, 5-inch	57 12	per gross.
5 gross three-square taper, 5-inch.....	31 44	per gross.
35 gross pit-saw, 5-inch.....	33 00	per gross.
2 gross three-square taper, $4\frac{1}{2}$ -inch.....	28 08	per gross.
$\frac{1}{4}$ gross flat bastard, 4-inch.....	30 72	per gross.
$\frac{1}{4}$ gross hand bastard, 4-inch.....	33 12	per gross.
$\frac{1}{4}$ gross three-square taper, 4-inch.....	24 72	per gross.
$\frac{1}{4}$ gross three-square taper, second cut, 4-inch.....	24 72	per gross.
$\frac{1}{4}$ gross three-square taper, smooth, 4-inch.....	37 92	per gross.
$\frac{1}{4}$ gross hand, second cut, 4-inch	37 92	per gross.
$\frac{1}{2}$ gross half-round bastard, 4-inch.....	33 12	per gross.
$\frac{1}{2}$ gross half-round, second cut, 4-inch.....	39 60	per gross.
$\frac{1}{4}$ gross half-round, smooth, 4-inch.....	44 64	per gross.
$\frac{1}{2}$ gross round bastard, 4-inch.....	33 12	per gross.
$\frac{1}{4}$ gross flat, smooth, 4-inch.....	40 80	per gross.
$\frac{1}{4}$ gross square bastard, 4-inch.....	33 12	per gross.
5 gross three-square taper, 4-inch.....	24 72	per gross.
4 gross three-square taper, $3\frac{1}{2}$ -inch.....	22 08	per gross.
$\frac{1}{4}$ gross hand bastard, 3-inch	33 12	per gross.
$\frac{1}{4}$ gross hand, second cut, 3-inch.....	37 92	per gross.
$\frac{1}{2}$ gross three-square taper, 3-inch.....	22 08	per gross.
$\frac{1}{4}$ gross three-square taper, second cut, 3-inch.....	22 08	per gross.
$\frac{1}{4}$ gross three-square taper, smooth, 3-inch.....	37 92	per gross.
$\frac{1}{4}$ gross half-round bastard, 3-inch.....	33 12	per gross.
$\frac{1}{4}$ gross round second cut, 3-inch.....	39 60	per gross.
$\frac{1}{4}$ gross square bastard, 3-inch	33 12	per gross.
$\frac{1}{4}$ gross round bastard, 3-inch.....	33 12	per gross.

To be delivered as required. The above to be of the best hand-cut, for iron or brass, as required.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT OCTOBER 7, 1864.

Class No. 15, paints, oils, and glass.

6,000 pounds pure dry white lead.....	\$0 21	per pound.
1,000 pounds pure dry white French zinc paint.....	16	per pound.
2,000 pounds pure Paris whiting	5	per pound.
200 pounds pure dry red lead.....	22	per pound.
200 pounds pure litharge	22	per pound.
5 pounds pure chrome yellow.....	30	per pound.
5 pounds pure dry burnt umber.....	25	per pound.
100 pounds pure dry chrome green, per sample.....	28	per pound.
250 pounds common glue	20	per pound.
100 pounds frosted glue	20	per pound.
3 pounds English vermilion.....	3 00	per pound.
5 pounds Vandyke brown	25	per pound.
600 gallons pure linseed oil, raw	1 80	per gallon.
200 gallons benzine.....	65	per gallon.
50 pounds asphaltum	0 12	per pound.
10 gallons Noble & Hoar's coach varnish.....	18 00	per gallon.
6 chamois skins.....	2 00	each.
75 pounds pure gum shellac	1 15	per pound.
70 pounds pure orange gum shellac.....	1 15	per pound.
70 gallons alcohol.....	4 00	per gallon.
20 gallons furniture varnish, No. 1.....	5 50	per gallon.
125 lights double thick glass, 13 by 16.....	35	per light.
100 lights double thick glass, 11 by 16.....	38	per light.
1,700 lights double thick glass, 10 by 16.....	32	per light.
100 lights double thick glass, 10 by 14.....	25	per light.
275 lights double thick glass, 9 by 16.....	25	per light.
200 lights double thick glass, 9 by 13.....	19	per light.
850 lights double thick glass, 8 by 10.....	13	per light.
200 lights common glass, 8 by 12.....	15	per light.
1,000 lights common glass, 8 by 10.....	12	per light.

To be delivered as required. All samples to be seen at yard.

GEORGE T. VAUGHAN. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 16, ship-chandlery.

1,900 pounds white chalk.....	\$0 02	per pound.
30 pounds red chalk.....	15	per pound.
60½ dozen corn brooms.....	4 50	per dozen.
7 dozen birch brooms.....	1 25	per dozen.
2 dozen scrub brooms.....	1 50	per dozen.
6 dozen whitewash brushes, per sample.....	40 00	per dozen.
6 dozen skimming brushes, per sample.....	36 00	per dozen.
3½ dozen short-handled dust brushes, per sample.....	7 50	per dozen.
3 dozen moulder's dust brushes.....	8 00	per dozen.
4 dozen glue brushes.....	10 00	per dozen.
2 dozen cattle brushes.....	12 00	per dozen.
3 pairs cattle cards.....	33	per pair.
5 dozen flue brushes, per sample.....	70 00	per dozen.
8 dozen 0000 white Oketka paint brushes.....	30 00	per dozen.
8 dozen 000 white Oketka paint brushes.....	28 00	per dozen.
2 dozen camel's hair pencil brushes.....	1 50	per dozen.
1 dozen varnish brushes, per sample.....	18 00	per dozen.
12 dozen sash tools, Nos. 4, 5, 6, 7, 8, 9, as required....	3 00	per dozen.
8 dozen fitch tools, per sample.....	4 00	per dozen.
5 dozen paint dusters, first quality.....	10 00	per dozen.
2 dozen stencil brushes, per sample.....	6 00	per dozen.
8 pounds mop yarn.....	1 25	per pound.
600 feet of oars, lengths as required.....	09½	per foot.
10 barrels pitch.....	30 00	per barrel.
1,200 pounds oakum.....	16	per pound.
10 pounds linen twine, three-thread.....	2 25	per pound.
½ dozen scrubbing brushes.....	8 50	per dozen.
2 barrels refined rosin.....	53 00	per barrel.
600 pounds beef tallow.....	20	per pound.
50 yards enamelled cloth.....	1 50	per yard.

To be delivered as required. All samples to be seen at yard.

JNO. H. BAILEY. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 17, hardware.

13,600 pounds sheet lead, 3 to 6 pounds, as required.....	\$0 25	per pound.
2,000 pounds sheet copper, sizes as required.....	80	per pound.
1,000 pounds sheet zinc, sizes as required.....	30	per pound.
300 pounds sheet brass, sizes as required.....	75	per pound.
2,000 pounds lead pipe, sizes as required.....	25	per pound.
100 feet iron steam pipe, ½-inch, galvanized.....	46	per foot.
100 feet iron steam pipe, ¾-inch, galvanized.....	54	per foot.
1,000 feet iron steam pipe, 1-inch.....	70	per foot.
300 feet iron steam pipe, 1¼-inch.....	60	per foot.
300 feet iron steam pipe, 1½-inch.....	80	per foot.
300 feet iron steam pipe, 2-inch.....	1 10	per foot.
400 feet iron steam pipe, 2½-inch.....	2 10	per foot.
25 boxes X roofing tin, 14 by 20, best quality.....	38 00	per box.
5,000 numbers black lead crucibles, numbers as required....	16	per No.
3,050 pounds wiping waste-cotton.....	50	per pound.
250 pounds refined borax.....	40	per pound.
25 pounds prussiate potash.....	32	per pound.
10 reams Sibley's emery cloth, numbers as required.....	75 00	per ream.
150 pounds pulverized quartz.....	10	per pound.
25 pounds pumice stone, lump.....	12	per pound.
150 pounds sal soda.....	10	per pound.
100 pounds black oxide manganese.....	16	per pound.
50 pounds potash.....	16	per pound.
3 barrels molasses.....	40 00	per barrel.
3 barrels soft soap.....	6 00	per barrel.
200 pounds muriatic acid.....	15	per pound.

1, 800 pounds sulphuric acid.....	\$0 10	per pound.
12½ dozen cast-steel R. R. shovels.....	30 00	per dozen.
4 dozen cast-steel moulders' shovels.....	30 00	per dozen.
6 dozen cast-steel round-point shovels.....	30 00	per dozen.
1 dozen cast-steel hoes.....	10 00	per dozen.
½ dozen manure forks.....	30 00	per dozen.
½ dozen hay forks, with handles.....	12 00	per dozen.
1 dozen narrow axes.....	30 00	per dozen.
1 dozen crowbars, from 3½ to 4½ feet long.....	50 00	per dozen.
6 dozen bow pins, per sample.....	3 00	per dozen.
1 hatchet, per sample.....	3 00	each.
4½ dozen monkey wrenches, 12-inch.....	30 00	per dozen.
3 dozen monkey wrenches, 15-inch.....	50 00	per dozen.
7 dozen monkey wrenches, 24-inch.....	80 00	per dozen.
50 dozen monkey wrenches, 14-inch.....	30 00	per dozen.
6 dozen monkey wrenches, 18-inch.....	65 00	per dozen.
32 steel squares, per sample.....	2 50	each.
136 gross iron screws, sizes as required.....	2 50	per gross.
60,000 iron tacks, sizes as required.....	20	per M.
40 pounds cut iron brads, sizes as required.....	25	per pound.
1 firmer chisel, per sample.....	1 00	each.
2 pairs pincers, per sample.....	3 00	per pair.
1 dozen gimlet bits, double cut, ⅜ to ⅝ inch.....	9 00	per dozen.
1 Gunter's scale, per sample.....	4 00	each.
24 cast-iron bench vices, with parallel jaws of steel, 6-inch, per sample.....	25 00	each.
4 pairs No. 2 tinnern's shears.....	15 00	per pair.
4 pairs No. 6 hand snips, circular blades.....	6 00	per pair.
6 Douglas iron pumps, No. 2.....	8 00	each.
4 dozen jig-saws, 26 inches long, ⅜ and ½ inch.....	14 00	per dozen.
10 grindstones, 4 feet diameter, 6 inches thick, best quality, coarse grit.....	40 00	each.
24 grindstones, 3½ feet diameter, 4 inches thick, best quality, coarse grit.....	20 00	each.
8 dozen brass sash fastenings, per sample.....	5 00	per dozen.
58 pounds cotton sash cord, per sample.....	2 00	per pound.
4 double bead planes, as required.....	4 00	each.
1 double centre bead plane, ⅜-inch.....	4 00	each.
1 single centre bead plane, ⅜-inch.....	1 00	each.
2 single bead planes, ½-inch.....	1 00	each.
2 pairs ⅞-inch match planes.....	5 00	per pair.
1 pair 1-inch match planes.....	6 00	per pair.
4 grooving planes, ¼ to ⅞ inch.....	2 00	each.
16 porters' tuyers.....	10 00	each.
1 set (8 pieces) turning gouges.....	8 00	per set.
1 set (8 pieces) turning chisels.....	6 00	per set.
2 turning chisels, 1 and 1½ inch.....	1 00	each.
1 set (5 pieces) bits, from ½ to 1 inch, for boring machine gouge lip, with worm.....	8 00	per set.
6 sets steel figures, as required.....	6 00	per set.
1 set (12 pieces) block-makers' gouges.....	10 00	per set.
2 dozen gouge lip bits, ¼ to ⅜ inch.....	6 00	per dozen.
10 pounds wicking yarn.....	2 00	per pound.
18 dozen water buckets.....	8 00	per dozen.
6 dozen coppering hammers.....	20 00	per dozen.
6 dozen ship scrapers, steel.....	8 00	per dozen.
35 barrels kaoline.....	4 00	per barrel.
2 dozen iron rim locks, 6-inch.....	15 00	per dozen.
1 dozen desk locks, 4-inch.....	10 00	per dozen.
1 dozen desk locks, 3-inch.....	8 00	per dozen.
56 mortise locks, with knobs, per sample.....	2 50	each.
75 drawer locks, per sample.....	50	each.
18 padlocks, per sample.....	1 00	each.
20 pairs iron butt hinges.....	50	per pair.
30 pairs iron butt hinges, 4 by 4, loose joints.....	40	per pair.
96 pairs iron butt hinges, 3 by 3, close joints.....	25	per pair.

12 pairs iron butt hinges, 3 by $2\frac{1}{2}$, close joints.....	\$0 20	per pair.
10 pairs iron butt hinges, $2\frac{1}{2}$ -inch, close joints.....	14	per pair.
82 pairs iron butt hinges, 2-inch, close joints.....	10	per pair.
1 dozen brushes, for bright varnish, per sample.....	10 00	per dozen.
1 box lock, per sample.....	1 50	each.
14 reams sandpaper, assorted numbers.....	6 00	per ream.
$\frac{1}{2}$ dozen chalk-lines.....	3 00	per dozen.
2 dozen putty-knives, wide.....	8 00	per dozen.
1 dozen putty-knives, narrow.....	6 00	per dozen.
25 papers glaziers' points.....	20	per paper.
24 gross bass-wood file handles.....	9 00	per gross.
25 closet locks, per sample.....	50	each.
6 four-bushel baskets.....	5 00	each.
17 dozen window pulleys, per sample.....	1 50	per dozen.
4 eagle anvils, 250 pounds each.....	50 00	each.
12 eagle anvils, 30 pounds each.....	10 00	each.
4,000 feet blasting fuze.....	$0\frac{8}{10}$	per foot.
6 dozen brick-lines.....	5 00	per dozen.
4 dozen stone-lines.....	6 00	per dozen.
6 dozen rubber valves, for Sibley's steam pump.....	8 00	per dozen.
3 dozen Scotch glass water-gauge tubes, $\frac{9}{16}$ inch diameter 13 inches long.....	15 00	per dozen.
4 spirit levels, $2\frac{1}{2}$ feet long, best quality.....	5 00	each.
3 pairs blacksmiths' bellows, 3 feet wide.....	25 00	per pair.
1 dozen moulders' riddling sieves, brass, assorted num- bers, 18 inches diameter.....	36 00	per dozen.
50 sets fire linings for McGee, Stanley, and Rubey stoves, No. 3, as required.....	2 00	per set.
12 sets fire linings for Stewart's cooking-stove, No. 4 $\frac{1}{2}$	2 00	per set.
12 pairs large size cutting nippers, per sample.....	2 50	per pair.
12 pairs round plyers, per sample.....	3 50	per pair.
6 pairs cutting plyers, per sample.....	3 00	per pair.
6 pairs dividers, per sample.....	2 50	per pair.
100 best American lap-welded iron boiler tubes, weighing not less than $3\frac{1}{2}$ pounds per lineal foot, 3 inches diameter outside, $15\frac{1}{2}$ feet long.....	25 00	each.
1,000 copper tacks, assorted, as required.....	1 00	per M.
4 handsaws, per sample.....	4 00	each.
6 mill-saws, per sample, for futtock.....	20 00	each.
2 mill-saws, 7 feet long, 3 inches wide, $\frac{3}{16}$ inch thick.....	25 00	each.
2 circular saws, 24 inches diameter, $\frac{1}{8}$ inch thick.....	28 00	each.
1 circular splitting-saw, 17 inches in diameter, $\frac{1}{8}$ inch thick, No. 11 Stubbs's wire gauge.....	20 00	each.
3 dozen Stubbs's hack-saw blades, 14 inches long.....	15 00	per dozen.
3 dozen Stubbs's hack-saw blades, 12 inches long.....	14 00	per dozen.
6 handsaws for sawing copper, per sample.....	4 00	each.
6 wood saws, with frames.....	2 00	each.
4 dozen cross-cut saws, 5 feet long.....	120 00	per dozen.
2 dozen cross-cut saws, $5\frac{1}{2}$ feet long.....	130 00	per dozen.
$\frac{1}{2}$ dozen cross-cut saws, 6 feet long.....	140 00	per dozen.
5 pounds beeswax.....	1 50	per pound.
5 pounds coarse sponge.....	4 00	per pound.
6 pairs belt punches, 9 inches long.....	3 00	per pair.
1 Fairbanks's rolling platform scale, to weigh 1,000 pounds.....	75 00	each.
1 Fairbanks's rolling platform scale, to weigh 2,000 pounds.....	100 00	each.
2 bench anvils, steel face, 30 pounds each.....	10 00	each.
1 board rule, per sample.....	6 00	each.
100 iron nipples, $\frac{1}{2}$ -inch.....	18 00	per 100.
100 iron nipples, $\frac{3}{4}$ -inch.....	22 00	per 100.
100 iron nipples, 1-inch.....	30 00	per 100.
100 iron nipples, $1\frac{1}{4}$ -inch.....	40 00	per 100.
100 iron nipples, $1\frac{1}{2}$ -inch.....	54 00	per 100.
100 iron nipples, 2-inch.....	77 00	per 100.
50 iron nipples, $2\frac{1}{2}$ -inch.....	140 00	per 100.

12 planishing hammers, per sample	\$4 00	each.
1 dozen hand vices, assorted	24 00	per dozen.
50 pounds Thurber's excelsior metal	1 00	per pound.
6 two-foot boxwood rules, brass bound	2 00	each.
4 dozen hand screws, assorted	10 00	per dozen.

To be delivered as required. All samples to be seen at the yard.

HALL L. DAVIS. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 18, stationery.

1 2-quire account book, ruled and bound, per pattern, for civil engineer	\$8 00	each.
4 3-quire account books, ruled and bound, per pattern, for civil engineer	8 50	each.
1 ream monthly reports, per pattern, for civil engineer	25 00	each.
12 blank books, 5 quires, per pattern, for paymaster	7 50	each.
50 blank summary statements, per pattern, for paymaster	50	each.
1 blank register, per pattern, for inspector of timber	5 50	each.
2 blank books, 3 quires, per pattern, for boatswain	8 00	each.
4 3 $\frac{1}{2}$ -quire record books, per pattern, for clerk of yard	20 00	each.
$\frac{3}{4}$ ream blank reports, per pattern, for clerk of yard	25 00	per ream.
2 2-quire blank books, per pattern, for caulker	5 00	each.
350 check reports, per pattern, for check officer	4 00	per 100.
2 4-quire report books, per pattern, for joiner	8 00	each.
3 quires reports, per pattern, for joiner	2 00	per quire.
800 daily report sheets, per pattern, for ship-carpenter	6 50	per 100.
2 daily report books, 5 quires, per pattern, for ship car- penter	8 00	each.
200 sheets monthly reports, per pattern, for ship-carpenter	8 00	per 100.
3 3-quire blank books, per pattern, for ship-carpenter	4 00	each.
1 time-book, per pattern, for ship-carpenter	50 00	each.
1 4-quire blank book, per pattern, for master	12 00	each.
1 log-book, per pattern, for master	50 00	each.
1 6-quire time-book, per pattern, for smith	35 00	each.
6 4-quire account books, per pattern, for smith	6 00	each.
6 3-quire account books, per pattern, for smith	5 00	each.
6 2-quire account books, per pattern, for smith	3 00	each.
500 monthly reports, per pattern, for smith	8 00	per 100.
6 3-quire blank books, per pattern, for machinist	5 00	each.
6 2-quire blank books, per pattern, for machinist	3 00	each.
1 3-quire time-book, per pattern, for mason	8 00	each.
4 6-quire requisition books, per pattern, for naval store- keeper	14 00	each.
4 6-quire requisition books, per pattern, for constructor	14 00	each.
2 6-quire requisition books, per pattern, for civil engi- neer	14 00	each.
6 5-quire account books, per pattern, for naval store- keeper	15 00	each.
2 reams invoice receipts, per pattern, for naval store- keeper	20 00	per ream.
1 ream expenditures, per pattern, for naval storekeeper	20 00	per ream.
2 reams vouchers, per pattern, for naval storekeeper	20 00	per ream.
$\frac{1}{2}$ ream statement of transfers, per pattern, for naval storekeeper	15 00	per ream.
1 ream requisitions, per pattern, for naval storekeeper	20 00	per ream.
2 reams orders, per pattern, for naval storekeeper	20 00	per ream.
$\frac{1}{2}$ ream bills of lading, per pattern, for naval store- keeper	16 00	per ream.
2 reams certificates of inspection, per pattern, for naval storekeeper	30 00	per ream.
2 dozen memorandum books, per pattern, for naval storekeeper	9 00	per dozen.
$\frac{1}{2}$ dozen 3-quire blank books, per pattern, for naval storekeeper	50 00	per dozen.
2 4-quire blank books, per pattern, for constructor	5 00	each.
25 sheets Whatman's double elephant drawing paper, best quality	80	

5 letter files, cap size, for naval storekeeper.....	\$1 50	each.
5 invoice files, cap size, for naval storekeeper.....	1 50	each.
1 letter press, per sample, for naval storekeeper.....	30 00	each.
2 letter books, per sample, for naval storekeeper.....	6 00	each.
1 office stamp, per pattern, for naval storekeeper.....	15 50	each.
1 eyelet machine, per sample, for naval storekeeper.....	5 00	each.
12 gross eyelets, per sample, for naval storekeeper.....	1 00	per gross.
8½ reams official cap paper, per sample.....	16 00	per ream.
37 reams cap paper, per sample.....	12 50	per ream.
20½ reams letter paper, per sample.....	8 00	per ream.
18 reams note paper, per sample.....	5 00	per ream.
36 gross Myer's Phineas steel pens.....	1 50	per gross.
7 gross Gillott's "303" steel pens.....	2 00	per gross.
4 gross A. Herriman's electro-gold-deposited-point steel pens.....	3 50	per gross.
12¾ gallons Maynard & Noyes's black ink.....	3 50	per gallon.
3 quarts Arnold's writing fluid, black.....	1 25	per quart.
4 dozen David's carmine ink, No. 3, with ground-glass stoppers.....	8 00	per dozen.
81 dozen Faber's pencils, No. 2.....	1 50	per dozen.
9 dozen Faber's pencils, No. 3.....	1 50	per dozen.
9 dozen Faber's octagon pencils, No. 3.....	2 00	per dozen.
9 dozen Faber's octagon pencils, No. 4.....	2 00	per dozen.
10 dozen penholders.....	25	per dozen.
17 dozen pieces rubber, per sample.....	2 50	per dozen.
11 dozen pieces rubber, ink erasive.....	2 00	per dozen.
7½ dozen pieces silk taste.....	6 50	per dozen.
14 dozen pieces red tape.....	1 50	per dozen.
27 best quality Congress knives.....	4 00	each.
3½ pounds dextrine.....	1 00	per pound.
1,000 document envelopes, 7 inches.....	1 00	per hundred.
1,150 document envelopes, 9 inches.....	1 50	per hundred.
800 document envelopes, 9½ inches.....	1 65	per hundred.
2,500 document envelopes, 8½ inches.....	1 25	per hundred.
8,025 letter envelopes.....	60	per hundred.
13 pint papers black sand.....	12	per paper.
167 sheets blotting board.....	12	per sheet.
¼ ream blotting paper.....	8 00	per ream.
18 glass inkstands.....	1 50	each.
116 muster-books, 2 quires, per sample.....	1 00	each.
12 muster-books, 2½ quires, per sample.....	1 25	each.
12 dozen quartermaster's time-books, per sample.....	10 00	per dozen.
25 dozen memorandum books, per pattern.....	6 00	per dozen.
26 bottles mucilage.....	1 00	each.
2 gross carpenters' pencils, black.....	15 00	per gross.
6 dozen carpenters' pencils, red.....	1 50	per dozen.
18 erasers.....	1 25	each.
3½ reams envelope paper.....	12 00	per ream.
13 gross slate pencils.....	75	per gross.
100 rolls room-paper, quality per sample, to be selected.....	50	per roll.
½ pound fine sponge, best quality.....	2 50	per pound.
1 pound gum-arabic.....	75	per pound.
3 ivory paper-folders.....	1 00	each.
150 quills.....	6 00	per hundred.
3 pounds sealing-wax.....	3 50	per pound.
2 pairs large shears, per sample.....	4 00	each.
3 pairs scissors, per sample.....	1 00	each.
10 quires stencil paper, per sample.....	3 00	per quire.
3 metallic tape lines, 100 feet long, enamelled cases.....	18 00	each.
1 steel tape, 100 feet long, Chesterman's 3d patent, to be selected.....	100 00	each.
2 cases drawing instruments, sample at yard.....	85 00	per case.
5 pounds fine twine.....	2 00	per pound.
150 drawing pins, best quality, per sample.....	6 00	per hundred.
2 cards Gillott's mapping pens, to be selected.....	1 50	per card.
2 cards Gillott's crow quill pens, to be selected.....	1 50	per card.

1 stick India ink, to be selected.....	\$2 00	per stick.
1 parallel rule, small size	1 75	each.
2 dozen camel's hair pencils, best quality, assorted.....	2 00	per dozen.
3 sand-boxes.....	75	each.
50 yards log-paper	1 00	per yard.
50 yards tracing-cloth, best American.....	1 50	per yard.
60 sheets tracing-paper, best quality.....	75	per sheet.
2 slates, 13 by 16 inches.....	1 00	each.
100 blank monthly reports, per pattern, for master laborer	10 00	per hundred.
1 daily report book, per pattern, for master laborer.....	8 00	each.
1 time-book, per pattern, for master laborer.....	50 00	each.
1 5-quire ledger, per pattern, for master laborer.....	8 00	each.
400 daily report blanks, per pattern, for master laborer ---	6 00	per hundred.

All the above to be of the best quality, and according to samples to be seen at the yard.
To be delivered as required.

JNO. M. DAVIS. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 19, firewood.

175 cords dry hemlock wood.....	\$7 97	per cord.
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To be delivered as required.

CHAS. H. BARRELL. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 20, hay and straw.

350 tons loose hay	\$27 94	per ton.
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To be delivered as required.

CHAS. G. PICKERING. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 21, provender.

150,000 pounds corn meal	\$0 03 ⁹⁴ / ₁₀₀	per pound.
100 bushels northern oats, 33 pounds to a bushel	1 25	per bushel.
10 tons carrots.....	25 00	per ton.
5 bushels salt	1 00	per bushel.

To be delivered as required.

JOB THOMPSON. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 22, charcoal.

14,000 bushels hard-wood charcoal.....	\$0 29	per bushel.
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To be delivered as required.

HENRY W. BURR. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 23, belting, packing, and hose.

400 feet oak-tanned leather belting, sewed, 14-inch	\$1 95	per foot.
800 feet oak-tanned leather belting, sewed, 8-inch	96	per foot.
600 feet oak-tanned leather belting, sewed, 6-inch.....	79	per foot.
600 feet oak-tanned leather belting, sewed, 5-inch	65	per foot.
600 feet oak-tanned leather belting, sewed, 4-inch	50	per foot.
600 feet oak-tanned leather belting, sewed, 3½-inch	43	per foot.
600 feet oak-tanned leather belting, sewed, 3-inch.....	37	per foot.
800 feet oak-tanned leather belting, sewed, 2½-inch	29	per foot.
400 feet oak-tanned leather belting, sewed, 2¼-inch	26	per foot.
800 feet oak-tanned leather belting, sewed, 2-inch	23	per foot.
300 feet oak-tanned leather belting, sewed, 1½-inch	16	per foot.
4 sides raw-hide.....	8 00	per side.
100 pounds rubber packing, assorted, as required	1 58	per pound.
50 sides Calcutta lace leather, per sample	2 25	per side.
2,000 feet four-ply rubber hose, 2¼-inch diameter, without couplings.....	1 62	per foot.
50 pounds Martin's metallic packing.....	1 65	per pound.

To be delivered as required. All samples at yard.

CHAS. H. POLLOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 24, sperm and lubricating oils.

300 gallons winter-strained sperm oil	\$2 85	per gallon.
1,570 gallons refined metallic lubricating oil	2 00	per gallon.
1,000 gallons lard oil, equal to sample	2 25	per gallon.
10 gallons fish oil	1 50	per gallon.
6 gallons neat's-foot oil	1 85	per gallon.

The above to be fully equal to samples to be seen at yard.

To be delivered as required.

PHINEAS DRAKE. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 25, iron castings.

21,500 pounds iron castings, per pattern	\$0 06 $\frac{3}{4}$	per pound.
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To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 26, augers.

100 dozen ship augers, seven-sixteenths to 1 inch, as required	\$15 00	per dozen.
6 dozen ship augers, seven-sixteenths to nine-sixteenths inch, as required	9 00	per dozen.
25 dozen ship augers, 1 and one-sixteenth to 1 and one-half inch, as required	19 00	per dozen.
20 dozen ship augers, five-eighths to 1 and one-fourth inch, as required	17 00	per dozen.
15 dozen ship augers, 1 and three-eighths inch, with screws ..	27 00	per dozen.
9 framing augers, 1 to 2 inch, as required	1 20	each.
5 dozen treenail augers, 1-inch	15 00	per dozen.
40 dozen treenail augers, 1 and one-eighth to 1 and three-eighths inch, as required	29 00	per dozen.
10 dozen ship augers, without screws, from 1 and five-eighths to 2 and one-half inch, as required	29 00	per dozen.

To be delivered as required.

A. R. BASS. DATE OF CONTRACT, OCTOBER 3, 1864.

Class No. 27, anthracite coal.

500 tons (2,240 pounds) white ash anthracite coal, steamboat size, for engines	\$13 65	per ton.
25 tons (2,240 pounds) white ash anthracite coal for stoves and grates, egg size	13 65	per ton.

All the above coal is to be of the best quality of its kind; to be delivered as required, on or before the 1st of December, 1864. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 29, bituminous Cumberland coal.

500 tons Cumberland coal, for smith's use	\$15 87	per ton.
10 tons cannel coal	15 87	per ton.

The Cumberland coal to be delivered as required, on or before the 1st of March, 1865. The cannel coal to be delivered as required. The contractor to deliver the coal into carts provided by the government; to be paid for at the weights of the navy yard scales.

GEORGE ADAMS. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 31, copper and composition nails.

1,000 pounds composition slating nails, 1 $\frac{3}{4}$ -inch, per sample, at yard	\$0 60	per pound.
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To be delivered on or before the 1st of January, 1865, as required.

JOHN H. BAILEY. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 32, machinery and tools.

3 Sibley's steam pumps, No. 9.....	\$725 00	each.
2 Sibley's steam pumps, No. 5.....	500 00	each.
4 Ashcroft's steam gauges, per sample	35 50	each.
1 hydraulic press, toe-lift, 15 tons.....	175 00	each.
1 hydraulic press, toe-lift, 30 tons.....	200 00	each.
1 Bisbee & Endicott's hand shears, for cutting $\frac{3}{8}$ -inch boiler iron.....	188 00	each.
1 cutter and puncher for cooper	1 00	each.
1 pair elbow shears, No. 5.....	12 00	each.
To be delivered as required.		

JOHN H. BAILEY. DATE OF CONTRACT, OCTOBER 1, 1864.

Class A, cement paint.

500 gallons Alexander's four-ace superior cement paint, equal to sample at yard	\$1 75	per gallon.
To be delivered as required.		

*Schedule of materials required at the United States navy yard, Boston, Massachusetts, for the year
ending June 30, 1865.*

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 1, bricks.

1,000,000 hard-burned brick, equal to the best brewer....	\$11 00	per M.
20,000 fire-brick, equal to sample seen at the yard.....	70 00	per M.
10,000 pale brick, for foundry use	20 00	per M.
To be delivered as required.		

E. C. SARGENT. DATE OF CONTRACT, OCTOBER 3, 1864.

Class No. 2, stone.

200 tons split granite foundation stone, 1 foot six inches rise, 2 feet wide, not less than 4 feet long.....	\$2 50	per ton.
300 tons split granite foundation stone, 1 foot six inches rise, 3 feet wide, not less than 4 feet long.....	3 00	per ton.
1,500 tons granite paving blocks.....	2 65	per ton.
200 tons hard slatestone pinnners.....	1 00	per ton.
500 superficial feet soapstone, equal to 1 inch thick, in thickness as required	1 00	per foot.
To be delivered as required.		

TRICKEY & JEWETT. DATE OF CONTRACT, NOVEMBER 1, 1864.

Class No 5, oak and hard wood.

100 oak piles, 51 feet long, 15 inches diameter.....	\$28 00	each.
10,000 feet, board measure, sound, seasoned, square-edged black walnut plank and boards, $\frac{1}{2}$ inch to 4 inches thick, as required	125 00	per M.
3,000 feet, board measure, sound, seasoned, square-edged maple plank and boards, $\frac{1}{2}$ inch to $1\frac{1}{2}$ inch thick..	25 00	per M.
8 cords hickory butts	20 00	per cord.
2 cords hickory butts, from 6 to 8 inches diameter.....	25 00	per cord.
1,000 feet $2\frac{1}{4}$ -inch white ash plank.....	60 00	per M.
1,000 feet 2-inch white ash plank.....	60 00	per M.
$\frac{1}{2}$ cord white walnut butts, from 6 to 12 feet long, 8 to 12 inches diameter.....	30 00	per cord.

200 feet, board measure, 1-inch mahogany, San Domingo, dry	\$0 30 per foot.
300 feet, board measure, 2-inch mahogany, San Domingo, dry	30 per foot.
300 feet, board measure, 2-inch cherry plank	10 per foot.
300 feet, board measure, 1-inch black walnut boards....	15 per foot.
1,500 feet 1-inch white oak boards	08 per foot.
2,000 feet 2-inch white oak plank	08 per foot.
3,000 feet 3-inch white oak plank	08 per foot.
3,000 feet 4-inch white oak plank	08½ per foot.
3,000 feet 5-inch white oak plank	08½ per foot.
3,000 feet 6-inch white oak plank	08½ per foot.
1,500 feet 2 inch white ash plank	06 per foot.
To be delivered as required.	

TRICKEY & JEWETT. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

30,000 feet, board measure, No. 2 seasoned white pine plank, 2 to 4 inches thick	\$60 00 per M.
60,000 feet, board measure, No. 3 seasoned white pine plank, 2 to 4 inches thick	48 00 per M.
50,000 feet, board measure, No. 2 seasoned white pine boards	65 00 per M.
106,000 feet, board measure, No. 3 seasoned white pine boards	50 00 per M.
23,000 feet, board measure, No. 2 seasoned white pine plank, 1½ inch thick	65 00 per M.
19,000 feet, board measure, No. 3 seasoned white pine plank, 1½ inch thick	50 00 per M.
15,000 feet, board measure, No. 3 seasoned white pine plank, 2 inches thick	50 00 per M.
5,000 feet, board measure, No. 1 seasoned white pine eastern plank, 1¼ inch thick	70 00 per M.
5,000 feet, board measure, No. 1 seasoned white pine eastern plank, 1½ inch thick	75 00 per M.
6,000 feet, board measure, No. 1 seasoned white pine eastern plank, 2 inches thick	75 00 per M.
2,000 feet, board measure, No. 1 seasoned white pine eastern plank, 3 inches thick	70 00 per M.
1,000 feet, board measure, No. 2 seasoned white pine plank, 1¼ inch thick	60 00 per M.
3,000 feet, board measure, No. 3 seasoned white pine plank, 1½ inch thick	49 00 per M.
2,000 feet, board measure, No. 3 seasoned white pine plank, 2½ inches thick	49 00 per M.
8,000 feet, board measure, No. 3 seasoned white pine plank, 3 inches thick	50 00 per M.
3,000 feet, board measure, No. 3 seasoned white pine plank, 5 inches thick	50 00 per M.
50,000 feet, board measure, spruce joists, 3 by 4 and 3 by 6 inches	22 00 per M.
55,000 feet, board measure, spruce plank, 2 inches thick ..	22 00 per M.
60,000 feet, board measure, No. 1 spruce boards	23 00 per M.
1,000 feet, board measure, No. 1 spruce joists, 4 by 4 inches	23 00 per M.
40,000 No. 1 riven cedar shingles	8 00 per M.
10,000 No. 1 white pine laths	2 00 per M.
1,000 spruce piles, with the bark on, to be of the best quality, and to average 40 feet long and not less than 12 inches diameter at the but	4 00 each.
2,000 lineal feet white pine wharf stringers, 14 inches by 14 inches, sawed	50 per foot.
100,000 feet, board measure, white pine wharf plank, 10 inches in thickness, sawed	28 00 per M.

2,050 burnettized spruce sleepers, each 7 feet long and 7 inches square.....	\$0 68	each.
15,700 lineal feet burnettized spruce stringers, 16 to 30 feet long, 6 by 7 inches square.....	12	per lineal foot.
To be delivered as required.		

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 7, lime, hair, and plaster.

30 bushels long hair.....	30	per bushel.
40 tons kaoline.....	10 00	per ton.
2,000 casks first quality stone lime.....	1 50	per cask.
4 barrels calcined plaster.....	2 00	per barrel.
75 tons pipe clay.....	6 00	per ton.
To be delivered as required.		

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 8, cement.

800 casks best quality hydraulic cement.....	\$2 25	per cask.
To be delivered as required.		

EZRA EAMES. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 9, gravel and sand.

1,000 tons paving gravel.....	\$1 10	per ton.
1,500 tons building sand.....	1 25	per ton.
50 tons beach sand.....	1 25	per ton.
To be delivered as required.		

CHAS. C. WENTWORTH. DATE OF CONTRACT OCTOBER 6, 1864.

Class No. 9½, moulding and fire sand and fire clay.

200 tons fire sand, Martha's Vineyard.....	\$6 50	per ton.
20 tons Mallory's moulding sand, No. 1.....	6 50	per ton.
To be delivered as required.		

CHAS. C. WENTWORTH. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 11, iron, iron spikes, and nails.

13,700 pounds cut nails, assorted, 3d. to 60d.....	\$0 12½	per pound.
600 pounds cut nails, assorted, 40d. to 80d.....	12½	per pound.
50 pounds clout nails, 7/8.....	12½	per pound.
1,000 pounds finish nails, 6d. to 10d.....	12½	per pound.
100 pounds finish nails.....	12½	per pound.
200 pounds sheathing nails, 3½-inch, cut.....	12½	per pound.
3,000 pounds square iron, assorted, as required.....	13	per pound.
16,000 pounds 1½-inch round iron.....	12½	per pound.
6,000 pounds 1-inch round iron.....	12½	per pound.
8,000 pounds 7/8-inch round iron.....	12½	per pound.
1,000 pounds ¾-inch round iron.....	12½	per pound.
1,000 pounds flat iron, sizes as required, from 1 to 6 inches wide, 1/8 to 2½ inches thick.....	15	per pound.
2,000 pounds best Norway horse nail rods.....	20	per pound.
1,000 pounds angle iron, sizes as required.....	16	per pound.
1,200 pounds Russia sheet iron, No. 14.....	37	per pound.
3,000 pounds English sheet iron, Nos. 20 to 23.....	17	per pound.
1,000 pounds R. G. sheet iron, Nos. 22 to 24.....	18	per pound.
100 pounds annealed wire, No. 18.....	30	per pound.
4,800 pounds best refined American flat iron, sizes as required, from 1 to 3 inches side, and 1½/16 to ¾-inch thick.....	15	per pound.
12,700 pounds best refined American round iron, sizes as required, from ¼ inch to 3 inches diameter.....	13½	per pound.

200 pounds best iron wire, sizes as required.....	\$0 25	per pound.
500 pounds Lowmoor iron, sizes as required.....	25	per pound.
500 pounds best refined American square iron, $\frac{3}{4}$ -inch....	13	per pound.
600 pounds Swedes iron, square, from $\frac{5}{8}$ inch to $\frac{7}{8}$ -inch, sizes as required	20	per pound.
50,000 pounds boiler plate iron, best American charcoal, from $\frac{1}{16}$ to $\frac{1}{2}$ inch, sizes as required.....	12 $\frac{1}{2}$	per pound.
2,000 pounds boiler rivets, $\frac{5}{8}$ and $\frac{3}{4}$ inch diameter, $1\frac{1}{2}$ inch, $1\frac{3}{4}$ inch, and 2 inches long.....	17	per pound.
1,338 lineal feet heavy car wrought-iron rails, 6 inches wide $1\frac{7}{8}$ -inch relief for flange, to weigh 41,000 pounds; form to be selected.....	10 $\frac{1}{8}$	per pound.
14,938 lineal feet light car wrought-iron rails, $5\frac{1}{2}$ inches wide, $\frac{3}{4}$ -inch relief for flange, to weigh 279,000 pounds; form to be selected.....	8 $\frac{3}{4}$	per pound.
1,700 double chairs, wrought-iron, to weigh 6,200 pounds ; sample to be seen at yard.....	16	per pound.
6,800 single chairs, wrought-iron, to weigh 17,000 pounds; sample seen at the yard.....	16	per pound.
850 rail plates, wrought-iron, to weigh 8,125 pounds; sample seen at the yard.....	16	per pound.
4,250 screw bolts, wrought-iron, to weigh 4,675 pounds; sample seen at the yard.....	20	per pound.
4,250 washers, wrought-iron, to weigh 2,125 pounds; sample seen at the yard.....	16	per pound.
18,700 5-inch iron spikes, wrought-iron, to weigh 1,700 pounds; sample to be seen at the yard.....	16	per pound.
To be delivered as required.		

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 12, steel.

1,000 pounds best cast steel, flat, sizes as required, sides $\frac{3}{4}$ inch to 3-inch, thickness $\frac{1}{8}$ inch to $\frac{3}{4}$ inch.	\$0 40	per pound.
2,500 pounds best cast steel, square, sizes as required, side $\frac{1}{4}$ -inch to $2\frac{1}{2}$ inch.....	40	per pound.
2,600 pounds best cast steel, round, sizes as required, $\frac{1}{4}$ -inch to 3 inches diameter.....	28	per pound.
1,550 pounds best cast steel, octagon, sizes as required, $\frac{1}{2}$ -inch to $1\frac{1}{8}$ -inch.....	40	per pound.
300 pounds best cast steel wire, sizes as required.....	60	per pound.
3 sheets steel, Nos. 10 to 18.....	5 00	per sheet.
2,000 pounds cast steel, $2\frac{1}{2}$ inches square.....	40	per pound.
1,000 pounds cast steel, $2\frac{1}{4}$ inches square.....	40	per pound.
1,000 pounds cast steel, 2 inches square.....	40	per pound.
1,000 pounds cast steel, $1\frac{3}{4}$ -inch square.....	40	per pound.
1,000 pounds cast steel, $1\frac{1}{2}$ -inch square.....	40	per pound.
500 pounds cast steel, $1\frac{1}{4}$ -inch square.....	40	per pound.
600 pounds cast steel, 1-inch square.....	40	per pound.
1,000 pounds cast steel, eight-square, assorted.....	40	per pound.
3,000 pounds cast steel, round, assorted.....	28	per pound.
1,000 pounds cast steel, hoop, L, blistered.....	32	per pound.
400 pounds spring steel, assorted.....	16	per pound.
200 pounds German steel.....	18	per pound.
300 pounds best German steel, flat, sizes as required.....	18	per pound.
1,000 pounds best cast steel, sizes as required.....	40	per pound.
To be delivered as required.		

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class 13, pig iron.

10 tons (2,240 pounds per ton) American pig iron, charcoal, No. 1.....	\$80 00	per ton.
25 tons (2,240 pounds per ton) Scotch pig iron, Glengarnock, or Gartsherre.....	78 00	per ton.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 14, files.

40 dozen 14-inch flat bastard files.....	\$17 00	per dozen.
45 dozen 14-inch half-round bastard files.....	19 50	per dozen.
12 dozen 12-inch half-round bastard files.....	13 50	per dozen.
2 dozen 14½ inch half-round bastard file, second cut	19 50	per dozen.
2 dozen 14-inch flat bastard files, second cut.....	17 00	per dozen.
½ dozen 14-inch dead smooth bastard file, second cut.....	27 00	per dozen.
½ dozen 14-inch hand bastard files	21 50	per dozen.
10 dozen assorted bastard files.....	18 00	per dozen.
6 dozen handsaw files	3 00	per dozen.
40 dozen 5-inch handsaw files.....	3 50	per dozen.
6 dozen cross-cut saw file.....	6 00	per dozen.
3 dozen 7-inch cross-cut saw files.....	7 00	per dozen.
2 dozen wood-saw files.....	3 00	per dozen.
10 dozen 8-inch taper saw files.....	9 00	per dozen.
214 dozen 5-inch taper saw files.....	3 50	per dozen.
12 dozen 4-inch taper saw files, fine cut.....	3 50	per dozen.
10 dozen 3-inch taper saw files, fine cut.....	3 00	per dozen.
10 dozen 4½-inch taper saw files.....	3 50	per dozen.
30 dozen 3-inch taper saw files.....	3 00	per dozen.
50 dozen 6-inch taper saw files.....	4 50	per dozen.
5 dozen 12-inch mill-saw files, flat.....	12 50	per dozen.
8 dozen 9-inch mill-saw files.....	7 50	per dozen.
3 dozen 7-inch pit-saw files.....	7 00	per dozen.
350 dozen 5½-inch pit-saw files.....	4 75	per dozen.
6 dozen 3-inch saw files.....	3 00	per dozen.
12 dozen 4-inch saw files.....	3 00	per dozen.
72 dozen 5-inch saw files.....	3 50	per dozen.
72 dozen 7-inch saw files.....	6 50	per dozen.
36 dozen 9-inch saw files.....	9 00	per dozen.
24 dozen 7-inch flat files.....	5 00	per dozen.
1 dozen 12-inch rat-tail files.....	18 00	per dozen.
10 dozen 14-inch flat files.....	17 00	per dozen.
8 dozen 12-inch half-round files.....	16 50	per dozen.
2 dozen 14-inch cabinet rasps.....	25 50	per dozen.
½ dozen 14-inch wood rasps.....	25 50	per dozen.
6 dozen wood rasps, coarse and fine.....	25 00	per dozen.
5 dozen 12-inch wood rasps, flat.....	18 50	per dozen.
5 dozen 12-inch wood rasps, half-round.....	18 50	per dozen.
3 dozen 14-inch horseshoe rasps.....	30 00	per dozen.
4 dozen 12 inch horseshoe rasps.....	21 00	per dozen.
6 dozen 14-inch flat files, second cut.....	21 00	per dozen.
6 dozen 14-inch half-round files, second cut.....	19 50	per dozen.
10 dozen 16-inch cast steel flat bastard files.....	26 00	per dozen.
75 dozen 14-inch cast steel flat bastard files.....	17 00	per dozen.
50 dozen 12-inch cast steel flat bastard files.....	13 00	per dozen.
25 dozen 10-inch cast steel flat bastard files.....	9 00	per dozen.
10 dozen 8-inch cast steel flat bastard files	6 00	per dozen.
10 dozen 6-inch cast steel flat bastard files	4 00	per dozen.
2 dozen 4-inch cast steel flat bastard files.....	3 00	per dozen.
12 dozen 14-inch cast steel flat files, second cut.....	22 50	per dozen.
20 dozen 12-inch cast steel flat files, second cut.....	17 50	per dozen.
5 dozen 10-inch cast steel flat files, second cut.....	11 00	per dozen.
6 dozen 8-inch cast steel flat files, second cut.....	8 00	per dozen.
5 dozen 6-inch cast steel flat files, second cut.....	5 00	per dozen.
3 dozen 4-inch cast steel flat files, second cut.....	3 50	per dozen.
20 dozen 14-inch cast steel flat smooth files.....	21 50	per dozen.
12dozen 12-inch cast steel flat smooth files	16 00	per dozen.
10 dozen 10-inch cast steel flat smooth files.....	11 00	per dozen.
3½ dozen 8-inch cast steel flat smooth files.....	8 00	per dozen.
3 dozen 6 inch cast steel flat smooth files.....	7 50	per dozen.
10 dozen 12-inch cast steel dead smooth files.....	16 00	per dozen.
9 dozen 10-inch cast steel dead smooth files.....	11 00	per dozen.

2 dozen 8-inch cast steel dead smooth files.....	\$8 00	per dozen.
2 dozen 4-inch cast steel dead smooth files.....	4 00	per dozen.
15 dozen 14-inch cast steel hand bastard files.....	21 50	per dozen.
10 dozen 12-inch cast steel hand bastard files.....	14 50	per dozen.
8 dozen 10-inch cast steel hand bastard files.....	10 50	per dozen.
3 dozen 8-inch cast steel hand bastard files.....	7 50	per dozen.
3 dozen 6-inch cast steel hand bastard files.....	5 00	per dozen.
3 dozen 14-inch cast steel flat hand second cut files.....	25 50	per dozen.
12 dozen 12-inch cast steel flat hand second cut files.....	18 00	per dozen.
8 dozen 10-inch cast steel flat hand second cut files.....	12 50	per dozen.
4 dozen 6-inch cast steel flat hand second cut files.....	5 70	per dozen.
4 dozen 4-inch cast steel flat hand second cut files.....	3 75	per dozen.
1 dozen 2-inch cast steel flat hand smooth files.....	3 00	per dozen.
2 dozen 10-inch cast steel flat hand smooth files.....	13 00	per dozen.
$\frac{1}{2}$ dozen 8-inch cast steel flat hand smooth files.....	9 50	per dozen.
6 dozen 18-inch cast steel flat bastard equalling files.....	36 00	per dozen.
6 dozen 16-inch cast steel flat bastard equalling files.....	26 00	per dozen.
16 dozen 14-inch cast steel flat bastard equalling files.....	17 25	per dozen.
10 dozen 12-inch cast steel flat bastard equalling files.....	12 50	per dozen.
6 dozen 8-inch cast steel flat bastard equalling files.....	6 00	per dozen.
8 dozen 16-inch cast steel flat second cut files.....	30 00	per dozen.
6 dozen 14-inch cast steel flat second cut files.....	21 00	per dozen.
5 dozen 12-inch cast steel flat second cut files.....	15 00	per dozen.
2 dozen 6-inch cast steel flat second cut files.....	4 00	per dozen.
4 dozen 14-inch cast steel square blunt files.....	17 00	per dozen.
4 dozen 12-inch cast steel square blunt files.....	13 50	per dozen.
2 dozen 10-inch cast steel square blunt files.....	9 00	per dozen.
1 dozen 8-inch cast steel square blunt files.....	6 50	per dozen.
2 dozen 16-inch cast steel square bastard files.....	25 50	per dozen.
5 dozen 14-inch cast steel square bastard files.....	17 50	per dozen.
10 dozen 12 inch cast steel square bastard files.....	13 50	per dozen.
10 dozen 10-inch cast steel square bastard files.....	9 00	per dozen.
5 dozen 8-inch cast steel square bastard files.....	6 50	per dozen.
5 dozen 6-inch cast steel square bastard files.....	4 50	per dozen.
3 dozen 4-inch cast steel square bastard files.....	3 00	per dozen.
4 dozen 16-inch cast steel round bastard files.....	28 50	per dozen.
10 dozen 14-inch cast steel round bastard files.....	20 50	per dozen.
10 dozen 12-inch cast steel round bastard files.....	13 50	per dozen.
10 dozen 10 inch cast steel round bastard files.....	9 50	per dozen.
6 dozen 8-inch cast steel round bastard files.....	6 50	per dozen.
3 dozen 5-inch cast steel round bastard files.....	4 50	per dozen.
3 dozen 4-inch cast steel round bastard files.....	3 00	per dozen.
2 dozen 14-inch cast steel round blunt files.....	20 50	per dozen.
2 dozen 12 inch cast steel round blunt files.....	13 50	per dozen.
2 dozen 10-inch cast steel round blunt files.....	9 50	per dozen.
3 dozen 12-inch cast steel round second cut files.....	16 50	per dozen.
5 dozen 10-inch cast steel round second cut files.....	10 50	per dozen.
4 dozen 8-inch cast steel round second cut files.....	7 50	per dozen.
5 dozen 18-inch cast steel half-round bastard files.....	39 00	per dozen.
10 dozen 14-inch cast steel half-round bastard files.....	19 50	per dozen.
20 dozen 12-inch cast steel half-round bastard files.....	13 00	per dozen.
16 dozen 10-inch cast steel half-round bastard files.....	9 00	per dozen.
10 dozen 8-inch cast steel half-round bastard files.....	6 00	per dozen.
3 dozen 6-inch cast steel half-round bastard files.....	4 00	per dozen.
3 dozen 4-inch cast steel half-round bastard files.....	3 00	per dozen.
11 dozen 14-inch cast steel half-round second cut files.....	22 50	per dozen.
5 dozen 12-inch cast steel half-round second cut files.....	17 50	per dozen.
6 dozen 10-inch cast steel half-round second cut files.....	11 00	per dozen.
5 dozen 8-inch cast steel half-round second cut files.....	8 00	per dozen.
2 dozen 6-inch cast steel half-round second cut files.....	5 00	per dozen.
2 dozen 4-inch cast steel half-round second cut files.....	4 00	per dozen.
6 dozen 14-inch cast steel half-round smooth files.....	25 50	per dozen.
4 dozen 12-inch cast steel half-round smooth files.....	18 50	per dozen.
2 dozen 10-inch cast steel half-round smooth files.....	12 00	per dozen.
2 dozen 14 inch cast steel half-round dead smooth files..	25 50	per dozen.
2 dozen 12-inch cast steel half-round dead smooth files..	18 50	per dozen.

2 dozen 10-inch cast steel half-round dead smooth files..	\$12 00	per dozen.
6 dozen 3-inch cast steel taper saw files.	3 00	per dozen.
9 dozen 4-inch cast steel taper saw files.....	3 00	per dozen.
1 dozen 5-inch cast steel taper saw files.....	4 00	per dozen.
3 dozen 8-inch cast steel taper saw files.....	8 00	per dozen.
5 dozen 3-inch cast steel, Stubb's, saw files.....	3 00	per dozen.
5 dozen 4-inch cast steel, Stubb's, saw files.....	3 00	per dozen.
2 dozen 12-inch cast steel cabinet files.....	18 50	per dozen.
5 dozen 14-inch cast steel mill-saw files.....	17 00	per dozen.
20 dozen 12-inch cast steel mill-saw files.....	12 50	per dozen.
15 dozen 10-inch cast steel mill-saw files.....	9 00	per dozen.
3 dozen 8-inch cast steel mill-saw files.....	6 00	per dozen.
1 dozen 6-inch cast steel mill-saw files.....	4 00	per dozen.
1 dozen 4-inch cast steel mill-saw files.....	3 05	per dozen.
1½ dozen 12-inch cast steel mill-saw files.....	12 50	per dozen.
2 dozen 10-inch cast steel mill-saw files, round-edged....	9 00	per dozen.
2 dozen 8 inch cast steel mill-saw files, round-edged....	6 00	per dozen.
1½ dozen 12-inch cabinet rasps.....	18 00	per dozen.
2 dozen 12-inch wood rasps.....	16 50	per dozen.
½ dozen 10-inch wood rasps.....	11 00	per dozen.
1 dozen 10-inch cast steel half-round wood files.....	12 00	per dozen.
1½ dozen 5-inch cast steel half-round saw files.....	4 00	per dozen.
1 dozen 5-inch cast steel ward bastard files.....	4 00	per dozen.
1 dozen 3-inch cast steel ward bastard files.....	3 00	per dozen.
1 dozen 5-inch cast steel ward smooth files.....	4 00	per dozen.
1 dozen 3-inch cast steel ward smooth files.....	3 00	per dozen.
1 dozen 6-inch cast steel, knife bastard files.....	7 00	per dozen.

All the above files to be best hand cut, and to be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 15, paints, oils, and glass.

220 gallons alcohol, 90 per cent.....	\$3 80	per gallon.
30 pounds ivory-black.....	25	per pound.
112 pounds lamp-black, extra fine.....	18	per pound.
1, 120 gallons pure linseed oil, English.....	1 78	per gallon.
20 pounds ground glass.....	20	per pound.
50 pounds pulverized glass.....	20	per pound.
3, 000 superficial feet first quality double thick German glass, sizes as required.....	33	per foot.
60 pounds first quality Paris green, ground.....	40	per pound.
100 pounds No. 1 New England chrome green, dry.....	25	per pound.
350 pounds gum shellac.....	1 25	per pound.
8, 100 pounds pure dry white lead.....	23	per pound.
2, 100 pounds pure dry red lead.....	22	per pound.
60 pounds manganese.....	07	per pound.
210 gallons naphtha.....	55	per gallon.
200 pounds New Zealand gum.....	42	per pound.
45 gallons neat's-foot oil.....	2 00	per gallon.
40 pounds Terra de Sienna dust, raw.....	12	per pound.
20 pounds Terra de Sienna dust, burnt.....	12	per pound.
300 gallons spirits turpentine.....	3 60	per gallon.
1 barrel tar oil.....	18 00	per barrel.
20 pounds burnt umber, dust.....	10	per pound.
500 pounds Venetian red.....	05	per pound.
20 pounds Chinese vermilion.....	3 00	per pound.
20 pounds English vermilion.....	2 75	per pound.
10 pounds Vandyke brown, dust.....	12	per pound.
60 gallons coach spirits varnish, first quality.....	6 00	per gallon.
100 gallons copal spirits varnish, first quality.....	5 50	per gallon.
60 gallons pure white Demar varnish.....	5 00	per gallon.
200 pounds whiting, first quality.....	04	per pound.
100 pounds Paris whiting.....	05	per pound.
800 pounds French yellow, dry.....	06	per pound.
10 pounds chrome yellow.....	25	per pound.

12 pounds orange chrome yellow.....	\$0 25 per pound.
1,000 pounds French zinc, ground.....	13½ per pound.
To be delivered as required.	

BANKER & CARPENTER. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 16, ship-chandlery.

800 pounds muriatic acid.....	\$0 12 per pound.
2,000 pounds sulphuric acid.....	10 per pound.
500 pounds sal-ammoniac.....	36 per pound.
100 pounds antimony, metallic.....	29½ per pound.
6 pounds crude gum arabic.....	1 00 per pound.
600 pounds soda ash.....	07¼ per pound.
6 dozen hickory brooms.....	3 60 per dozen.
63 dozen corn brooms.....	7 00 per dozen.
72 dozen paint brushes, extra O K 5-0.....	28 50 per dozen.
12 dozen blind brushes, extra 1-5.....	11 50 per dozen.
9½ dozen varnish brushes, extra, assorted sizes.....	8 37 per dozen.
5 dozen size or scrubbing brushes, samples to be seen at the yard.....	28 50 per dozen.
12 dozen bench or hand brushes.....	5 75 per dozen.
2 dozen dusting brushes.....	4 30 per dozen.
12 dozen flat wall brushes, O K, 4-inch.....	15 75 per dozen.
6 dozen stove brushes, samples to be seen at the yard.	7 25 per dozen.
3 dozen flat badger brushes, assorted.....	17 50 per dozen.
60 dozen flat fitch tool brushes, assorted sizes.....	2 37 per dozen.
60 dozen sash-tools brushes, assorted sizes.....	2 37 per dozen.
3 dozen sable-tools brushes.....	4 75 per dozen.
3 dozen McLaughlin's whitewash brushes, No. 7.....	23 62 per dozen.
1 dozen McLaughlin's 4-inch handled whitewash brushes	5 37 per dozen.
6 dozen hand whitewash brushes, extra, samples to be seen at the yard.....	29 75 per dozen.
6 dozen whitewash brushes, extra, samples to be seen at the yard.....	67 00 per dozen.
8 dozen whitewash brushes, common.....	10 75 per dozen.
8 dozen hose brushes.....	15 75 per dozen.
4 dozen No. 524 McLaughlin's elastic horse brushes...	21 50 per dozen.
24 dozen machine brushes.....	14 25 per dozen.
2 dozen long-handled floor brushes.....	17 00 per dozen.
3 dozen glue brushes, assorted sizes.....	4 75 per dozen.
4 dozen paint brushes, flat.....	15 75 per dozen.
6 dozen paint brushes.....	15 75 per dozen.
2 dozen brushes, soft, as required.....	4 75 per dozen.
5 dozen brushes, stiff, for foundry use.....	7 00 per dozen.
2 dozen camel's-hair brushes, as required, per sample..	17 75 per dozen.
3 dusting brushes, flax, for drawings.....	1 75 each.
2 pieces 18-inch blue bunting, as per sample.....	22 00 per piece.
2 pieces 12-inch red bunting, as per sample.....	22 75 per piece.
2 pieces 12-inch white bunting, as per sample.....	21 50 per piece.
3 pieces 9-inch white bunting, as per sample.....	12 75 per piece.
3 pieces 9-inch red bunting, as per sample.....	13 50 per piece.
6 dozen bushel baskets, samples to be seen at the yard.	9 50 per dozen.
7 dozen 2-bushel baskets, samples to be seen at the yard	14 37 per dozen.
6 waste baskets.....	1 50 each.
1 cord birch brush.....	21 00 per cord.
2 pairs hand bellows.....	3 50 per pair.
24 pairs hand bellows, for moulders.....	3 50 per pair.
1,100 pounds borax, best refined.....	50 per pound.
20 pounds borax, pulverized.....	52 per pound.
4 pairs blacksmith's bellows.....	24 50 per pair.
1 pair blacksmith's bellows, 40-inch.....	30 00 per pair.
2 barrels brimstone.....	26 00 per barrel.
6 pairs bows, sample at yard.....	1 05 per pair.
24 pounds boneset.....	39 per pound.
4,000 large bobbins, per sample.....	90 each.

4,000 small bobbins, per sample.....	\$0 60	each.
13 dozen birch brooms.....	3 00	per dozen.
2 copying brushes.....	1 50	each.
400 pounds black lead.....	12½	per pound.
12 pounds red chalk.....	10	per pound.
930 pounds white chalk.....	03	per pound.
3,100 pounds cotton waste.....	60	per pound.
4 dozen currycombs.....	5 37	per dozen.
50 cattle cards.....	15	each.
1 box candles, adamantine, best quality.....	15 50	per box.
600 crucibles, numbers as required, 30,000 numbers.....	11¼	per number.
2½ dozen chamois skins.....	60	each.
10 feather dusters.....	5 00	each.
60 dozen painters' dusting brushes.....	10 75	per dozen.
150 barrels distillers' lees.....	2 00	per barrel.
100 feet file card, for cleaning files.....	2 90	per foot.
8 barrels sour flour.....	13 00	per barrel.
350 pounds China glue.....	50	per pound.
10 pounds fish glue.....	70	per pound.
310 pounds common glue.....	15	per pound.
36 bottles (large) gargling oil.....	75	per bottle.
1 grindstone, 3½ feet diameter, 5 inches thick.....	12 00	each.
24 grindstones, 4 feet diameter, 5 inches thick.....	15 00	each.
8 grindstones, 4 feet diameter, 6 inches thick.....	18 50	each.
6 dozen axe handles, samples to be seen at the yard.....	3 00	per dozen.
200 dozen sledge handles, 38 inches long.....	3 00	per dozen.
20 dozen hammer handles, 24 inches long.....	2 00	per dozen.
12 dozen hammer handles, samples to be seen at the yard.....	1 12½	per dozen.
400 dozen chisel handles, 36 inches long.....	2 30	per dozen.
8 dozen chisel handles, 60 inches long.....	4 80	per dozen.
1 set of harness for spring wagon.....	95 00	per set.
1 set of harness for hearse.....	85 00	per set.
4 fifty-gallon pitch kettles, heavy castings.....	30 00	each.
24 pounds lobelia.....	1 00	per pound.
12 sides lace leather.....	3 75	per side.
6 sides belt lacing leather.....	3 80	per side.
15 sides pump leather.....	23 75	per side.
10 sides harness leather.....	16 87	per side.
6 sides packing hose leather.....	20 00	per side.
9 sides pump leather, shaved and stuffed.....	18 00	per side.
4 sides sole leather.....	23 75	per side.
24 hides belt leather.....	17 25	per hide.
2½ dozen chalk lines, sample to be seen at the yard.....	1 50	per dozen.
20 yards white muslin, 36 inches wide, for stars.....	27	per yard.
9 gross matches.....	3 00	per gross.
7½ dozen oilstones.....	3 60	per dozen.
2 gross camels' hair pencils.....	18 00	per gross.
2 gross sable-hair pencils.....	30 00	per gross.
20 pounds crude pumice-stone.....	03	per pound.
10 pounds pulverized pumice-stone.....	04	per pound.
7 dozen carpenters' pencils.....	90	per dozen.
200 pounds best stove polish.....	10	per pound.
900 pounds potash.....	17	per pound.
210 pounds prussiate of potash.....	1 00	per pound.
80 bushels rye meal.....	2 30	per bushel.
30 pounds rotten-stone.....	10	per pound.
10 pounds rotten stone, pulverized.....	12	per pound.
2 barrels rosin.....	42 00	per barrel.
20 gallons New England rum.....	2 75	per gallon.
12 pounds gum shellac.....	1 25	per pound.
5 pounds carriage sponge.....	2 50	per pound.
10 pounds sponge.....	2 00	per pound.
1 pound fine sponge.....	3 00	per pound.
25 pounds saltpetre.....	20	per pound.
6 dozen lace skins.....	42 00	per dozen.

½ dozen dressed sheepskins	\$28 80	per dozen.
½ dozen undressed sheepskins.....	18 00	per dozen.
12 boxes bar soap.....	10 00	per box.
200 pounds soap, No 1 Davis's family.....	16	per pound.
20 bars castile soap, (60 pounds,)	25	per pound.
150 pounds castile soap.....	25	per pound.
1 Fairbanks's counter scale, to weigh 50 pounds	13 00	each.
2 Fairbanks's scales, each to weigh 2,240 pounds.....	76 00	each.
1 Fairbanks's scale, to weigh 600 pounds or more.....	33 00	each.
1 Fairbanks's scale, per sample.....	75 00	each.
31 barrels sea-coal facings.....	2 50	per barrel.
1 full set graining tools.....	20 00	per set.
1 pound white linen thread, Marshall & Co.'s best quality, 60-inch reel, 9 threads per skein, each skein containing 15 yards.....	4 00	per pound.
5 pounds black linen thread, machine	4 75	per pound.
1,200 pounds tallow.....	25	per pound.
3 fifty-foot measuring tapes	5 00	each.
36 measuring tapes, per sample.....	4 50	each.
2 one-hundred-foot measuring tapes, samples to be seen at the constructing engineer's office.....	2 75	each.
1 steel 100-foot measuring tape, marked to feet and inches, to be seen at the yard.....	50 00	each.
3 oiled 100-foot measuring tapes, samples to be seen at the yard	3 75	each.
12 pounds fine tobacco.....	15	per pound.
20,000 tallies, 5 inches long, 1 and one-half inches wide....	9 00	per M.
2 hand transporting trucks.....	14 50	each.
60 pounds whipping or brush twine.....	1 25	per pound.
2 hundred-foot measuring tapes, samples to be seen at the yard.....	3 75	each.
2 pounds wrapping twine.....	1 00	per pound.
47 pounds lampwicking.....	1 37	per pound.
2 bales lampwicking.....	26 25	per bale.
500 best hickory withes	02	each.
6 pounds wormwood.....	40	per pound.
50 bottles Weaver's cerate.....	25	each.
24 yokes.....	10 25	each.

To be delivered as required.

CHAS. C. WENTWORTH. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 17, hardware.

12 anvils, to average 400 pounds each, 4,800 pounds..	\$0 42	per pound.
1 narrow axe.....	5 00	each.
6 and one-half dozen wood axes.....	3 25	each.
1 dozen half wood axes.....	2 50	each.
½ dozen broad axes.....	5 00	each.
212,000 iron brads, patent, three-eighths to 2 inches, as required	30	per M.
3 dozen one-fourth-inch auger bits.....	5 00	per dozen.
3 dozen five-sixteenths-inch auger bits	6 00	per dozen.
4 dozen lip bits, assorted	4 00	per dozen.
1 dozen three-sixteenths inch quill bits.....	4 00	per dozen.
1 dozen one-fourth-inch quill bits.....	4 20	per dozen.
1 dozen three-eighths-inch quill bits.....	5 10	per dozen.
1 dozen five-sixteenths-inch quill bits.....	5 15	per dozen.
1 dozen 1-inch centre bits.....	4 80	per dozen.
4 dozen six-sixteenths-inch double spur auger bits, Willis Churchill's make.....	5 15	per dozen.
4 dozen four-sixteenths-inch double spur auger bits, Willis Churchill's make.....	4 75	per dozen.
2 dozen bits, sizes as required.....	6 75	per dozen.
2 gross buckles, samples at the yard.....	7 60	per gross.
200 pounds rivets and burs, No. 7, hose.....	1 20	per pound.

1 wooden bit-stock.....	\$6 00	each.
12 timber chains, per sample.....	37 00	each.
100 feet four-eighths inch chain.....	70	per foot.
100 feet five-eighths-inch chain.....	82	per foot.
100 feet six-eighths-inch chain.....	1 17	per foot.
1 dozen three fourths-inch turning chisels.....	7 50	per dozen.
1 dozen five-eighths-inch turning chisels.....	6 50	per dozen.
1 dozen one-half-inch turning chisels.....	5 25	per dozen.
2 dozen firmer chisels, assorted.....	7 50	per dozen.
1 and one-twelfth dozen 1 and one-fourth-inch firmer chisels.....	7 40	per dozen.
$\frac{1}{3}$ dozen three-eighths-inch firmer chisels.....	3 25	per dozen.
$\frac{1}{6}$ dozen 1-inch firmer chisels.....	5 63	per dozen.
1 one-twelfth dozen one and one-half-inch firmer chisels.....	10 00	per dozen.
1 dozen joiners' chisels.....	30 00	per dozen.
2 dozen glaziers' chisels.....	4 50	per dozen.
2 chisels, croizes, for hogsheads, Clapp's make.....	9 87	each.
1 dozen calipers, assorted.....	30 25	per dozen.
1 dozen compasses, assorted.....	6 25	per dozen.
10,000 pounds ingot copper.....	63	per pound.
300 pounds braziers' copper.....	85	per pound.
1 dozen hand clamps, 9 to 14 inches.....	12 00	per dozen.
15 pounds crocus.....	33	per pound.
4 dozen crowbars, steel-pointed, samples to be seen at the yard.....	54 50	per dozen.
$\frac{1}{2}$ dozen star dies, assorted, sample to be seen at the yard.....	18 75	each.
$\frac{1}{2}$ dozen grummet dies, assorted, sample to be seen at the yard.....	5 50	each.
2 dozen ratchet drills.....	20 00	each.
2 glaziers' diamonds.....	10 00	each.
2 pairs dividers, 2 inches long.....	4 25	each.
17 reams emery cloth, 7 by 9, numbers as required, best quality.....	50 00	per ream.
200 pounds emery, numbers 40 to 100.....	31	per pound.
20 pounds flour of emery.....	33	per pound.
9 manure forks, samples to be seen at the yard.....	3 00	each.
3 hay forks.....	2 00	each.
3 sets steel figures, one-eight and one-quarter-inch, for marking iron.....	7 00	per set.
1 dozen one and a half-inch turning gouges.....	21 00	per dozen.
1 dozen three-eighths-inch turning gouges.....	7 10	per dozen.
1 dozen one and one-quarter-inch firmer gouges.....	10 20	per dozen.
1 dozen one and one-half-inch firmer gouges.....	14 00	per dozen.
$1\frac{1}{2}$ dozen 2-inch blockmakers' gouges.....	30 00	per dozen.
$1\frac{1}{2}$ dozen two and one-half-inch blockmakers' gouges.....	40 00	per dozen.
1 dozen joiners' gouges, assorted sizes.....	6 60	per dozen.
75 gaugers' glasses, 18 inches long, three-quarters-inch, $\frac{1}{2}$ dozen lathing hatchets.....	1 50	each.
$\frac{1}{2}$ dozen lathing hatchets.....	13 40	per dozen.
$\frac{1}{2}$ dozen carpenters' hatchets.....	15 00	per dozen.
$\frac{1}{2}$ dozen hatchets.....	15 40	per dozen.
2 broadaxe hatchets.....	4 00	each.
2 dozen broad hatchets, No. 1, Hunt's manufacture.....	20 00	per dozen.
2 dozen broad hatchets, No. 2, Hunt's manufacture.....	22 00	per dozen.
$1\frac{1}{2}$ dozen claw hammers.....	21 00	per dozen.
4 planishing hammers.....	2 10	each.
2 dozen masons' hammers, cast steel, to weigh 14 pounds each, sample to be seen at the yard.....	182 00	per dozen.
7 dozen best steel hoes.....	15 00	per dozen.
1 dozen large hoes.....	20 00	per dozen.
12 pairs iron butt hinges, 6 by 6 inches.....	1 10	per pair.
24 pairs flap hinges, 4 by $2\frac{1}{2}$ inches.....	73	per pair.
48 pairs brass butt hinges, 2 by $1\frac{1}{2}$ inch.....	1 10	per pair.
3 hydraulic jacks, 10, 20, and 60 tons each.....	225 00	each.

$\frac{1}{2}$ dozen jackscrews.....	\$100 00	per dozen.
2 coopers' heading jointers, double and single iron in each jointer, each jointer to be 6 feet long.....	12 00	each.
2 stave jointers, each 5 feet long.....	11 70	each.
6 drawing knives.....	2 00	each.
1 dozen sailmakers' knives, samples to be seen at the yard.....	22 50	per dozen.
3 shoe knives.....	25	each.
1 dozen circular knives, for cutting hides.....	125 00	per dozen.
2 dozen pallet knives.....	7 50	per dozen.
2 dozen putty knives.....	5 00	per dozen.
2 dozen drawer locks.....	4 00	per dozen.
1 dozen 3-tumbler desk locks.....	30 00	per dozen.
4 dozen 3-tumbler drawer locks.....	22 50	per dozen.
1 dozen 3-tumbler cupboard locks.....	30 25	per dozen.
2 dozen iron chest locks.....	7 50	per dozen.
3 dozen mortise locks, mineral knobs and trimmings, 1 dozen large size door latches.....	15 25	per dozen.
12 dozen brass drawer locks, two and one-half-inch. 2 dozen cupboard locks, three by two and one-half- inches.....	7 00	per dozen.
1 dozen store-door locks.....	5 25	per dozen.
1 dozen night latches, 3 keys each.....	3 50	per dozen.
1 dozen lanterns, samples to be seen at the yard.....	37 50	per dozen.
1 dozen lanterns.....	18 75	per dozen.
6 globe lanterns, brass trimmings.....	60 00	per dozen.
24 dozen hand lanterns.....	45 00	per dozen.
6 globe lanterns, with guards.....	5 25	each.
2 dozen globe lanterns.....	15 00	per dozen.
500 pounds sheet lead, three and one-half pounds per foot.....	2 00	each.
500 pounds sheet lead, three and one-half pounds per foot.....	15 00	per dozen.
1,000 pounds lead pipe, sizes as required.....	27	per pound.
6 iron ladles, large, for plumbers.....	27	per pound.
2,000 pounds sheet lead, 3 pounds per foot.....	2 00	each.
2 spirit levels.....	27	per pound.
3 sets steel letters, for marking iron.....	5 00	each.
2 dozen water-closet door knobs, 3 keys each.....	7 00	per set.
2 dozen glaziers' nippers.....	15 00	per dozen.
5 pairs cutting nippers, Stubbs's, assorted sizes, 4, 6, and 9-inch.....	60 25	per dozen.
300 iron nuts, hot pressed, three-eighths to 1 inch square	4 00	per pair.
500 iron nuts, hot pressed, hexagonal, three-eighths to 1 inch.....	4 25	per 100.
4 dozen pickaxes, steel-pointed, samples to be seen at the yard.....	4 25	per 100.
2 plough planes, common size, one-half inch wide, with cast steel plane irons.....	20 00	per dozen.
3 plane irons, matched, two and one-quarter-inch....	15 00	each.
6 plane irons, matched, two and one-half-inch.....	1 75	each.
6 plane irons, matched, 2-inch.....	2 10	each.
6 plane irons, single, 2-inch.....	1 50	each.
3 plane irons, single, two and one-quarter-inch.....	75	each.
6 plane irons, single, two and one-half-inch.....	88	each.
1 pair one-half-inch matched planes.....	1 00	each.
3 pair seven-eighth-inch matched planes.....	4 25	per pair.
1 pair three-quarter-inch matched planes.....	4 10	per pair.
1 pair 1-inch matched planes.....	4 40	per pair.
6 beading planes, one quarter to five-eighths-inch....	4 45	per pair.
1 grooving plane, one quarter-inch.....	1 10	each.
2 grooving planes, three-eighths-inch.....	2 25	each.
3 grooving planes, one-half-inch.....	2 00	each.
1 grooving plane, five-eighths-inch.....	2 10	each.
1 grooving plane, three-quarters-inch.....	2 15	each.
3 grooving planes, seven-eighths-inch.....	2 20	each.
	2 05	each.

1 grooving plane, 1-inch	\$2 16	each.
2 three-eighths-inch bead planes, double irons.....	4 40	each.
2 one-quarter-inch bead planes, double irons.....	4 50	each.
2 sets planing machine irons, 3 irons to each set, one set to fit Woodbury's and one set to fit Andrews's patent planing machines, at the joiners' shop...	20 00	per set.
6 moulding planes, one and one-quarter to two and one-half inches.....	4 00	each.
6 hollowing planes, one and one-quarter to three inches each.....	3 75	each.
1 plough plane and set of irons.....	20 00	each.
4 dozen papers glazing points.....	2 30	per dozen.
24 pairs steel axle window pulleys, 3-inch.....	37	per pair.
12 pairs steel axle window pulleys, 2 and a half-inch...	1 10	per pair.
2 dozen iron padlocks	7 50	per dozen.
3 dozen brass padlocks	20 00	per dozen.
2 dozen padlock irons	2 50	per dozen.
11 pairs plyers, round, assorted, 4, 6, and 9 inches ...	2 45	each.
11 pairs plyers, flat, assorted, 4, 6, and 9 inches.....	2 60	each.
6 pairs plyers, cutting Nos. 2 and 3, three of each...	3 25	each.
2 belt punches, sample to be seen at the yard.....	1 50	each.
2 and a half dozen steel rakes	11 50	per dozen.
16 self-feeding patent ratchets, J. C. Chapman's, Nos. 1, 2, 4, and 6, as required	50 00	each.
186 riddles, Nos. 2, 3, 4, and 6, as required	2 90	each.
20 gross round-headed brass screws, 1 to 1 and a half-inch.....	4 00	per gross.
66 gross wood screws, brass, half to 1-inch.....	4 50	per gross.
12 gross screws, assorted, three-quarters to 3-inch....	10 75	per gross.
175 gross iron wood-screws, half to 3 inches, as required	2 50	per gross.
90 gross iron screws, gimlet-pointed, assorted	3 50	per gross.
4 dozen hand-screws	5 75	per dozen.
3 dozen hand-screws, half, five-eighths, and three-quarters, as required	5 80	per dozen.
1 pit saw, 8 inches wide, with handles.....	30 00	each.
1 handsaw, for sawing iron, large size.....	5 25	each.
1 handsaw, for sawing iron, 18 inches long.....	4 00	each.
6 and a half dozen handsaws, for sawing iron and copper, with backs	60 00	per dozen.
2 handsaws	5 50	each.
6 wood saws	2 75	each.
1 dozen handsaws, cast-steel	47 00	per dozen.
2 dozen handsaws, six teeth to the inch.....	48 00	per dozen.
3 cross-cut saws, samples to be seen at the yard.....	11 50	each.
3 and one sixth dozen cross-cut saws, cast-steel, 4 and a half feet long.....	90 00	per dozen.
3 dozen cross-cut saws, cast-steel 4 feet long.....	80 00	per dozen.
6 jig saws, 18 inches long, three-sixteenths inch wide, and nine teeth to the inch	1 10	each.
6 jig saws, 18 inches long, quarter-inch wide, and nine teeth to the inch	1 25	each.
36 jig saws, 9 and a half inches long, one-fourth, three-eighths, one-half, and five-eighths inch, as required	70	each.
2 dozen circular saws, 30 and 18 inches diameter	300 00	per dozen.
6 dozen web saws, 24 and 26 inches long, assorted widths	13 00	per dozen.
1 dozen web saws, 14 inches long, assorted widths...	7 50	per dozen.
62 hack saws, 10 inches	87½	each.
2 dozen iron spoke-shaves	7 50	per dozen.
1 dozen iron spoke-shaves, 3-inch.....	9 50	per dozen.
1 dozen iron spoke-shaves, 3 and a half inch.....	11 25	per dozen.
20 dozen Ames's No. 5 cast-steel shovels	31 00	per dozen.
4 dozen Ames's No. 2 cast-steel shovels	30 00	per dozen.
2 shovels, per sample.....	2 50	each.

8 and a half dozen cast-steel coal shovels.....	\$30 00	per dozen.
2 and a quarter dozen cast steel coal scoops	31 00	per dozen.
4 dozen stove scoops.....	2 50	per dozen.
2 dozen stove shovels.....	2 50	per dozen.
32 dozen cast-steel shovels, best quality.....	31 00	per dozen.
96 dozen cast-steel moulders' shovels, Ames's best....	31 00	per dozen.
2 dozen cast steel shovels, long-handled	32 00	per dozen.
1 dozen cast-steel spades, long-handled	31 50	per dozen.
1 dozen cast-steel spades.....	31 00	per dozen.
1 dozen coal screens, No. 7 wire	15 00	per dozen.
3 brass sand sieves.....	3 00	each.
1 scythe, to be selected	1 50	each.
1 pair shears for sheet iron, No. 0.....	22 50	per pair.
1 pair squaring shears, for tinnerns	50 00	per pair.
1 pair circular shears, for tinnerns.....	58 50	per pair.
6 dozen shears, for cutting copper.....	175 00	per dozen.
1 pair lever shears, for cutting heavy copper	30 00	per pair.
2 pairs No. 6 snips, for tinnerns.....	9 50	per pair.
2 pairs No. 4 snips, for tinnerns.....	11 50	per pair.
2 dozen square stakes, for tinnerns.....	70 00	per dozen.
2 dozen door springs, Torrey's patent.....	12 00	per dozen.
78 and a half reams of sand-paper, assorted numbers, from 0 to 3.....	6 50	per ream.
13 and a third dozen steel squares.....	45 00	per dozen.
2 sets stocks, taps, and dies, to cut one, seven-eighths, three-fourths, and three-eighths inch, with tap- wrench fitted.....	15 00	per set.
2 sets stocks, taps, and dies, to cut half, three-eighths, and one-fourth inch	7 50	per set.
1,500 pounds Banca tin	1 10	per pound.
3 boxes D IX tin plate	30 00	per box.
6 boxes 10 by 14 IX tin plate.....	37 50	per box.
2 boxes 14 by 20 IXX tin plate	45 00	per box.
20 sheets japanned tin, 14 by 20	75	per sheet.
2 one-inch taps, to fit one, seven-eighths, three-fourths, and five-eighths.....	1 00	each.
2 one-inch taps, to fit half, three-eighths, and one- fourth.....	1 00	each.
2 and a half dozen masons' trowels, samples to be seen at the yard	12 00	per dozen.
22,000 tacks, sizes as required.....	30	per M.
20,000 tacks, copper and iron, sizes as required.....	1 00	per M.
72 hand vices, Stubbs's, assorted sizes	4 50	each.
6 bench vices, wrought-iron, as per sample.....	44 00	each.
36 screw wrenches, Coe's, sizes as required	5 50	each.
2 monkey wrenches	5 75	each.
1 monkey wrench, 22 inches.....	7 00	each.
4 monkey wrenches, one-fourteenth, one twelfth, and one-tenth inch.....	5 75	each.
2 dozen monkey wrenches, hammer, sizes as required, samples to be seen at the yard	6 50	per dozen.
500 iron washers, sizes as required	37	per 100.
3 dozen window fastenings, per sample	7 50	per dozen.
1,600 pounds sheet zinc	30	per pound.
150 pounds pig zinc.....	25	per pound.

To be delivered as required.

JOHN M. WHITEMORE & Co. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 18, stationery.

3 American Almanacs.....	\$1 75	each.
4 Boston Almanacs.....	30	each.
12 reams bills, to pattern.....	7 25	per ream.
12 dozen blank memorandum books.....	4 25	per dozen.
11 dozen blank memorandum books, samples seen at the yard.....	4 00	per dozen.

15 dozen small memorandum books	\$2 50 per dozen.
2 dozen blank memorandum books, with loops.....	5 00 per dozen.
2 dozen blank memorandum books, plain.....	5 50 per dozen.
6 dozen blank constructor's time-books.....	5 75 per dozen.
4 dozen blank books, small, as per sample.....	2 50 per dozen.
2 dozen blank books, large, as per sample.....	5 50 per dozen.
2 dozen blank books, per sample.....	3 75 per dozen.
2 dozen blank books, per sample.....	4 00 per dozen.
3 dozen blank books, as per sample.....	5 50 per dozen.
8 blank books, 2-quire size.....	2 50 each.
2 blank books, 3-quire size.....	3 25 each.
2 blank books, 4-quire size.....	4 00 each.
1 receipt and expenditure book.....	18 00 each.
1 daily report book, as per sample.....	5 50 each.
37 blank requisition books.....	5 50 each.
3 requisition books, samples to be seen at the yard....	3 00 each.
1 bill book, sample at the yard.....	5 50 each.
1 record book, sample at the yard.....	4 50 each.
2 timber books, sample at the yard.....	5 00 each.
1 contract book, sample at the yard.....	5 50 each.
2½ dozen time-books, as per pattern.....	5 50 per dozen.
2 large time-books, as per pattern.....	21 50 each.
120 small time-books, as per pattern.....	46 each.
4 dozen small time-books.....	5 00 per dozen.
8 index books.....	1 25 each.
1 8-quire receipt book.....	6 50 each.
1 8-quire expenditure book.....	6 50 each.
1 8-quire day book.....	6 50 each.
8 3 and 4 quire account books.....	3 50 each.
1 reservation book.....	6 25 each.
1 order book.....	7 00 each.
6 4-quire entry books.....	4 00 each.
2 8-quire books, for auction sales.....	6 50 each.
1 blank roll book, sample seen at the yard.....	10 00 each.
4 dozen quartermen's books, sample seen at the yard..	5 25 per dozen.
58 copying books.....	3 30 each.
1 3-quire book, ruled to pattern.....	3 50 each.
8 large note books, samples seen at the constructing engineer's office.....	80 each.
6 blank books for master mechanics' accounts.....	6 00 each.
4 blank books, for inspectors of timber's accounts.....	7 00 each.
1 blank book, for transfer accounts.....	6 50 each.
14 dozen elastic bands.....	40 per dozen.
300 inspectors of timber's blanks, sample at the office....	01 each.
2 ⁹ / ₂₀ reams blotting board.....	33 00 per ream.
13 sheets blotting paper.....	08 each.
1 ream of blank certificates, samples to be seen at in- specter of timber's office.....	5 80 per ream.
4 reams bills lading.....	4 25 per ream.
2 half cakes ultramarine blue.....	1 25 each.
2 half cakes French blue.....	1 25 each.
2 half cakes Prussian blue.....	35 each.
3 half cakes Indian red.....	35 each.
3 half cakes burnt sienna.....	35 each.
3 half cakes burnt umber.....	35 each.
12 bottles French carmine.....	60 per bottle.
28 bottles Maynard & Noyes's liquid carmine.....	50 per bottle.
67 quart bottles Arnold's copying fluid.....	2 00 per bottle.
1 whole cake Winsor & Newton's carmine.....	3 50 each.
1 pair beam compasses.....	14 00 per pair.
6 horn centres.....	15 each.
2 half cakes crimson lake.....	60 each.
5 Boston Directories, for 1865.....	2 50 each.
3 Charlestown Directories.....	75 each.
1 complete set Holzapfelt's drawing scales.....	10 00 per set.
28 erasers.....	75 each.

72 Green's ink erasers.....	\$0 03 each.
16,000 official envelopes, large, white.....	11 00 per M.
1,000 official envelopes, large, buff.....	12 00 per M.
4,000 large envelopes, white.....	11 00 per M.
2,100 extra large envelopes, white.....	13 00 per M.
300 extra large envelopes, buff.....	15 00 per M.
22,360 letter envelopes, white.....	6 00 per M.
1,200 letter envelopes, buff.....	4 00 per M.
1,600 note envelopes, white.....	6 00 per M.
53 files, foolscap size.....	1 10 each.
3 files, letter size.....	1 00 each.
1 whole cake Winsor & Newton's French blue.....	2 50 per cake.
23 bottles Arnold's writing fluid, quarts.....	1 50 per bottle.
3 half cakes sap-green.....	35 each.
6 half cakes gamboge.....	35 each.
14 inkstands.....	1 50 each.
7 reams invoices, cap size.....	13 00 per ream.
5 reams invoices, letter size.....	9 50 per ream.
1 dozen half pints red ink.....	6 00 per dozen.
27 quart bottles Maynard & Noyes's ink.....	67 per bottle.
2 bottles Maynard & Noyes's ink, half pints.....	25 per bottle.
2 bottles indelible brown ink.....	1 00 per bottle.
24 bottles black writing ink.....	50 per bottle.
3 pieces India ink, samples seen at the constructing engineer's office.....	75 each.
3 pieces Japan or Chinese ink.....	1 00 each.
2 sets ink saucers, 3 and a half inch chambers.....	2 00 per set.
14 penknives.....	2 00 each.
12 penknives, best Congress.....	2 50 each.
6 desk knives.....	1 00 each.
1 ledger, to pattern.....	17 00 each.
43 quart bottles mucilage.....	1 00 per bottle.
1 box mathematical instruments, per sample.....	75 00 per box.
1 whole cake Winsor & Newton's neutral tint.....	60 each.
7 cards Gillott's mapping pens.....	90 per card.
4 cards Gillott's crow quill pens.....	1 00 per card.
16 gross Gillott's steel pens, assorted.....	1 25 per gross.
60 gross pens, as per sample.....	1 00 per gross.
1 gross pens, Henks & Welles's, No. 1021.....	1 00 per gross.
4 drawing pens, 2 large and 2 small, sample seen at the constructing engineer's office.....	3 00 each.
1 dozen drawing pens, per sample.....	25 each.
2 bow pens, 1 large and 1 small.....	3 50 each.
26 dozen penholders.....	50 per dozen.
3 gross patent pen-fasteners.....	1 50 per gross.
3 paper-holders.....	1 50 each.
3 gross paper-fasteners.....	1 50 per gross.
6 paper weights.....	40 each.
15 paper-folders, ivory.....	1 00 each.
52 reams foolscap paper.....	7 50 per ream.
25 reams letter paper.....	6 50 per ream.
11 reams letter paper, ruled and printed per pattern....	9 50 per ream.
8 reams ruled letter paper.....	7 00 per ream.
11 reams note paper, ruled and printed per pattern.....	6 50 per ream.
12½ reams note paper.....	4 50 per ream.
12½ reams regulation paper.....	11 00 per ream.
4 reams, half-sheets, regulation paper, printed head- ings, per sample.....	13 50 per ream.
2 reams, whole sheets, regulation paper, printed head- ings, per sample.....	13 50 per ream.
1 quire press paper.....	5 50 per quire.
5 $\frac{3}{10}$ reams log paper.....	14 00 per ream.
12 $\frac{1}{10}$ reams wrapping paper, assorted sizes.....	18 00 per ream.
8 $\frac{1}{10}$ reams envelope paper.....	8 50 per ream.
2½ quires tracing paper.....	5 00 per quire.
4 quires oiled paper, per pattern.....	5 50 per quire.

66 sheets, hot and cold pressed, Whatman's antiquarian drawing paper, best quality.....	\$2 25 per sheet.
100 sheets, cold and hot pressed, Whatman's double elephant drawing paper, best quality.....	45 per sheet.
98 sheets, cold and hot pressed, Whatman's imperial drawing paper, best quality.....	30 per sheet.
42 dozen lead pencils.....	1 00 per dozen.
30 dozen lead pencils, eagle No. 3.....	90 per dozen.
6 dozen lead pencils, eagle No 4.....	90 per dozen.
6 dozen lead pencils, mould loft.....	1 75 per dozen.
12 dozen Faber's pencils, Nos. 2 and 3.....	1 20 per dozen.
1 dozen Faber's pencils, No. 3, hexagonal, best quality.....	1 50 per dozen.
$\frac{1}{2}$ dozen Faber's pencils, No 4, hexagonal, best quality.....	1 50 per dozen.
$17\frac{2}{3}$ dozen soapstone pencils.....	10 per dozen.
2 bow pencils, 1 large and 1 small.....	3 00 each.
1 dozen packages pins, best quality, medium size.....	3 25 per dozen.
4 papers pins, common.....	15 per paper.
2 dozen drawing pins.....	40 per dozen.
1 eyelet punch and set, with eyelets, as per sample....	2 00 each.
8 pounce boxes with pounce.....	50 each.
248 sheets pasteboard.....	20 per sheet.
48 sheets pasteboard, 24 by 30 inches.....	20 per sheet.
100 quills.....	1 00 per 100.
$\frac{1}{2}$ dozen pieces of clear native rubber.....	15 each.
26 large pieces of rubber.....	30 each.
6 dozen pieces best English rubber.....	80 per dozen.
$2\frac{1}{2}$ dozen pieces superior ink-erasing rubber.....	80 per dozen.
5 reams requisitions, per sample.....	5 50 per ream.
1 ream monthly pay-rolls.....	12 00 per ream.
4 reams daily labor reports.....	15 00 per ream.
2 reams monthly reports.....	15 00 per ream.
2 reams master mechanics' reports.....	14 75 per ream.
3 round ebony rulers, best quality.....	50 each.
4 flat rulers.....	50 each.
2 boxwood rules, 4 foot each, 4 folds, brass bound....	4 00 each.
3 boxwood rules, 2 foot each, 4 folds, brass bound....	2 50 each.
1 pen rack.....	35 each.
14 papers sand.....	05 each.
2 cup sponges, 4 ounces each.....	50 each.
$4\frac{1}{2}$ pounds sealingwax.....	1 50 per pound.
14 large log-slates.....	1 75 each.
3 marble slates.....	2 50 each.
3 porcelain slates.....	2 75 each.
3 pair large shears.....	2 50 per pair.
4 pair small shears.....	1 25 per pair.
1 Gunter's scale.....	1 25 each.
9 glass tumblers.....	30 each.
$4\frac{1}{3}$ dozen pieces silk taste.....	5 00 per dozen.
$9\frac{1}{2}$ dozen pieces red tape.....	1 25 per dozen.
6 pounds twine, as per sample.....	1 75 per pound.
24 yards tracing cloth, 36 inches wide, No. 6, Dowse's patent.....	1 50 per yard.
48 yards tracing cloth, 30 inches wide, No. 6, Dowse's patent.....	1 25 per yard.
1 roll tracing cloth, 30 inches wide.....	30 00 per roll.
3 rolls, 24 yards each, tracing cloth, 36 inches wide....	33 00 per roll.
6 reams vouchers, plain.....	16 00 per ream.
2 reams vouchers, with headings.....	16 50 per ream.
2 half-cakes Indian yellow.....	60 each.

All the above articles to be of the best quality, and to be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 19, firewood.

75 cords white pine wood..... \$8 00 per cord.
To be delivered as required.

MULLETT & BRADBURY. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 20, hay and straw.

300 tons best timothy hay..... \$34 95 per ton.
To be delivered as required.

MULLETT & BRADBURY. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 21, provender.

2,500 bushels meal..... \$1 75 per bushel.
150 bushels cracked yellow corn..... 1 75 per bushel.
125 bushels fine feed..... 38 per bushel.
900 bushels northern oats..... 90 per bushel.
50 bushels potatoes..... 50 per bushel.
To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 22, charcoal.

16,000 bushels of charcoal, birch or maple..... \$0 35 per bushel.
To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 23, belting, packing, and hose.

1 leather belt, 17 feet long, 4 inches wide, single..... \$0 62 per foot.
1 leather belt, 21 feet long, 6 inches wide, single..... 1 00 per foot.
1 leather belt, 40 feet 4 inches long, 5 inches wide, single..... 92 per foot.
1 leather belt, 26 feet 4 inches long, 5 inches wide, single..... 87 per foot.
1 leather belt, 27 feet long, two and a half inches wide, single..... 35 per foot.
1 leather belt, 23 feet long, 2 inches wide, single..... 26 per foot.
1,000 feet single, 12 superficial inches per foot, 1 to 6 inches wide, oak-tanned leather belting..... 1 16 per foot.
500 feet single, 12 superficial inches per foot, 6 to 12 inches wide, oak-tanned leather belting..... 18 per foot.
1,000 feet double, 12 superficial inches per foot, 1 to 6 inches wide, oak-tanned leather belting..... 30 per foot.
500 feet double, 12 superficial inches per foot, 6 to 12 inches wide, oak-tanned leather belting..... 32 per foot.
150 feet 3-inch belting..... 42 per foot.
100 feet 4-inch belting..... 56 per foot.
75 feet 2-inch belting..... 30 per foot.
60 new creel belts, same as those used at present 16 00 each.
40 new gil belts, for the spinning machines, same as those now in use..... 200 00 each.
1,000 feet 4-ply rubber hose, per sample 2 00 per foot.
1,000 feet 4-ply rubber hose, 2 and a half inches diameter..... 2 00 per foot.
50 yards rubber packing, one-sixth to one-fourth inch..... 6 00 per yard.
100 pounds rubber gaskets..... 2 00 per pound.
50 pounds vulcanized gum..... 1 75 per pound.
To be delivered as required.

CHARLES H. POLLOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 24, sperm and lubricating oils.

992 gallons best sperm oil..... 2 85 per gallon.
90 gallons sperm oil, for machinery..... 2 85 per gallon.
160 gallons lard oil..... 2 25 per gallon.
2,700 gallons best refined lubricating oil..... 2 00 per gallon.
To be delivered as required.

NOT BID FOR.

Class No. 25, iron castings.

12 pitch-furnace flues frames, heavy castings, samples seen
at the yard.....

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, OCTOBER. 6, 1864.

Class No. 26, augers.

1 dozen nine-sixteenths-inch augers.....	\$11 50	per dozen.
1 dozen ten-sixteenths-inch augers.....	12 50	per dozen.
$\frac{1}{2}$ dozen eleven-sixteenths-inch augers.....	14 00	per dozen.
$\frac{1}{2}$ dozen twelve-sixteenths inch augers.....	15 00	per dozen.
$\frac{1}{2}$ dozen thirteen-sixteenths-inch augers.....	16 00	per dozen.
$\frac{1}{2}$ dozen fourteen-sixteenths-inch augers.....	17 50	per dozen.
(Patent twist, best kind ; one-quarter of the number with screws.)		
4 dozen 1-inch screw augers.....	14 00	per dozen.
4 dozen three-quarter-inch screw augers.....	11 50	per dozen.
4 dozen five-eighths-inch screw augers.....	11 25	per dozen.
4 dozen half-inch cast steel augers.....	12 00	per dozen.
4 dozen five-eighths-inch cast steel augers.....	15 00	per dozen.
6 dozen seven-eighths-inch cast steel augers.....	20 00	per dozen.
6 dozen three-fourth-inch cast steel augers.....	17 50	per dozen.
$\frac{1}{2}$ dozen eight-sixteenths-inch pod augers.....	7 50	per dozen.
$\frac{1}{2}$ dozen ten-sixteenths-inch pod augers.....	10 00	per dozen.
1 dozen seven-eighths-inch patent twist ship augers, with screws.....	17 50	per dozen.
1 dozen seven-eighths-inch patent twist ship augers.....	17 00	per dozen.
15 dozen fifteen-sixteenths-inch patent twist ship augers.....	18 50	per dozen.
20 dozen thirteen-sixteenths-inch patent twist ship augers..	16 00	per dozen.
20 dozen six-eighths-inch patent twist ship augers.....	15 00	per dozen.
20 dozen eleven-sixteenths-inch patent twist ship augers...	14 00	per dozen.
20 dozen five-eighths-inch patent twist ship augers.....	12 50	per dozen.
10 dozen nine-sixteenths-inch patent twist ship augers.....	11 50	per dozen.
10 dozen four-eighths-inch patent twist ship augers.....	10 00	per dozen.
8 dozen seven-sixteenths-inch patent twist ship augers.....	16 00	per dozen.
6 dozen three-eighths-inch patent twist ship augers.....	8 00	per dozen.
$\frac{1}{2}$ dozen 1-inch ship augers, with worms.....	20 00	per dozen.
$\frac{1}{4}$ dozen half-inch ship augers, with worms.....	10 00	per dozen.
$\frac{1}{4}$ dozen five-eighths-inch ship augers, with worms.....	12 50	per dozen.
$\frac{1}{2}$ dozen 1 and three-eighths-inch treenail screw augers, long bits.....	30 00	per dozen.
15 dozen 1 and two-eighths-inch treenail ship augers, double twist.....	25 00	per dozen.
10 dozen 1 and one-eighth-inch treenail ship augers, double twist.....	25 00	per dozen.
1 dozen augers, inclined twist, assorted sizes.....	22 00	per dozen.
2 dozen four-eighths-inch augers.....	10 00	per dozen.
1 dozen five-eighths-inch augers.....	12 50	per dozen.
2 dozen six-eighths-inch augers.....	15 00	per dozen.
1 dozen seven-eighths-inch augers.....	17 00	per dozen.
2 dozen 1-inch augers.....	20 00	per dozen.
$\frac{1}{2}$ dozen 1 and one-quarter-inch augers.....	25 00	per dozen.
$\frac{1}{2}$ dozen 1 and one-half inch augers.....	30 00	per dozen.
(J. L'Hommedieu's single twist ship augers, without screws.)		
6 1-inch framing augers.....	2 00	each.
6 half-inch framing augers.....	1 25	each.
1 post-hole auger.....	5 00	each.

To be delivered as required.

ALBERT R. BASS. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 27, anthracite coal.

600 tons, 2,240 pounds per ton, white ash Lehigh coal,
lump size, hand-picked, for foundry use..... \$14 45 per ton.

275 tons, 2,240 pounds per ton, white ash Lehigh coal, egg size.....	\$14 35	per ton.
5,000 tons, 2,240 pounds per ton, white ash Lehigh coal, steamboat size.....	14 55	per ton.

All of the above coal to be of the best quality of its kind, and to be delivered in monthly quantities, as may be required; the whole to be delivered on or before the 1st day of December, 1864. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 29, bituminous Cumberland coal.

1,000 tons, 2,240 pounds per ton, Cumberland coal..... \$14 73 per ton.

All the above coal to be of the best quality of its kind; to be delivered monthly as required. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

ALBERT R. BASS. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 30, semi-bituminous Broad Top and Pictou coals.

600 tons, 2,240 pounds per ton, lump Pictou coal.....	\$14 00	per ton.
600 tons, 2,240 pounds per ton, Broad Top coal.....	13 65	per ton.

All the above coal to be of the best quality, and to be delivered monthly, as required, and all to be delivered on or before the 1st day of December, 1864. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

STEVENS, BROTHER & CO. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 32, machinery and tools.

2 shaping machines, for heavy work, with self-feeding arrangements, capable of doing any style of planing or shaping..	\$2,450 00	each.
1 traverse drilling machine, large size.....	3,500 00	each.
1 pair heavy shears, for cutting scrap-iron.....	1,800 00	each.

The shaping machines to be delivered, one within two months, the other within four months from date of contract.

The traverse drilling machine to be delivered on or before 1st day of December, 1864.

The shears to be delivered within two months from date of contract.

JOSEPH W. COBURN. DATE OF CONTRACT, OCTOBER 6, 1864.

Class A, new joiner shop.

For furnishing all the materials and performing all the labor in the erection and completion of a building for a joiner's shop, according to the drawings and specifications to be seen at the constructing engineer's office, navy yard, Boston. Bidders will state the time in which they will agree to complete the building..... \$121,400 00 complete.

CHARLES C. WENTWORTH. DATE OF CONTRACT, OCTOBER 6, 1864.

Class B, H. B. Smith's patent boring and mortising machine.

2 auger bits, three-sixteenths-inch.....	\$0 60	each.
2 auger bits, one-quarter-inch.....	80	each.
2 auger bits, five-sixteenths-inch.....	1 00	each.
2 auger bits, three-eighths-inch.....	1 20	each.
1 auger bit, seven-sixteenths-inch.....	1 40	each.
2 auger bits, one-half-inch.....	1 60	each.
1 auger bit, nine-sixteenths-inch.....	1 80	each.
1 auger bit, five-eighths-inch.....	2 00	each.
1 auger bit, three-quarters-inch.....	2 40	each.
1 auger bit, thirteen-sixteenths-inch.....	2 60	each.
1 auger bit, seven-eighths-inch.....	2 80	each.

1 auger bit, fifteen-sixteenths-inch.....	\$3 00	each.
1 auger bit, 1-inch.....	3 20	each.
2 chisels, one-quarter-inch.....	2 50	each.
1 chisel, five-sixteenths-inch.....	2 50	each.
1 chisel, three-eighths inch.....	2 50	each.
1 chisel, seven sixteenths inch.....	2 50	each.
1 chisel, one-half-inch.....	2 50	each.
1 chisel, nine-sixteenths inch.....	2 50	each.
1 chisel, five-eighths-inch.....	2 50	each.
1 chisel, eleven-sixteenths-inch.....	2 50	each.
1 chisel, three-quarters-inch.....	2 50	each.
1 chisel, thirteen-sixteenths-inch.....	2 50	each.
1 chisel, seven-eighths-inch.....	2 50	each.
1 chisel, fifteen-sixteenths-inch.....	2 50	each.
1 chisel, 1-inch.....	2 50	each.
1 chisel, 1 and one-eighth-inch.....	2 50	each.

To be delivered as required.

Schedule of materials required at the United States navy yard, Brooklyn, N. Y., for the year ending June 30, 1865.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 1, bricks.

350,000 face bricks, equal to best Croton, true and smooth face, uniform color, size $2\frac{1}{2}$ by $3\frac{3}{4}$ by 8 inches....	\$12 00	per M.
1,800,000 hard-burnt bricks, first quality, uniform in size and color, and well burnt.....	9 75	per M.
700 Cuba face bricks, extra size, $2\frac{1}{2}$ by 8 by 12 inches, with perfectly square corners and angles.....	10	each.
2,000 moulding bricks.....	12 00	per M.
32,000 No. 1 Amboy fire-bricks, $2\frac{1}{2}$ by $4\frac{1}{2}$ by 9 inches.....	70 00	per M.
500 No. 1 fire-bricks, such sizes as may be required....	08	each.
166 sets cylinder fire-bricks, 8 to 16 inches long, 8 to 14 inches diameter.....	20 00	per set.
8 sets cylinder fire-bricks, for cupolas, sizes as required..	150 00	per set.

To be delivered as required.

JOSEPH R. BODWELL. DATE OF CONTRACT, OCTOBER 15, 1864.

Class No. 2, stone.

30,000 cubic feet rough eastern dimension granite, in lengths of from 6 to 16 feet, widths from 3 to 6 feet, and all to work 18 inches rise; not less than $\frac{1}{10}$ of the whole quantity to be 16 feet long, and from 4 to 6 feet wide; not less than $\frac{1}{3}$ the whole quantity to be from 9 to 10 feet long, and 3 feet wide; no stone will be received unless it will work exactly 18 inches rise, without pinnors or wedges.....	\$0 49 $\frac{3}{4}$	per cubic foot.
10,000 cubic feet rough dimension granite backings, in lengths of from 4 to 6 feet, not less than 2 feet wide, and to work so as to lay in 18-inch courses.....	49 $\frac{3}{4}$	per cubic foot.
1,000 cubic feet dimension split granite, in pieces from 6 to 10 feet long, 2 feet wide, 1 foot thick, as required..	55	per cubic foot.
4,400 cubic feet dimension split granite, in pieces from 4 to 13 feet long, 2 feet 3 inches wide, 2 feet thick, as required.....	55	per cubic foot.
500 cubic feet dimension split granite, 6 feet 3 inches long, 2 feet 3 inches wide, 1 foot 6 inches thick.....	55	per cubic foot.
6 pieces split granite, 9 feet by 2 feet 6 inches by 1 foot..	12 37 $\frac{1}{2}$	each.
10 pieces split granite, 9 feet by 1 foot 8 inches by 1 foot..	8 25	each.
4 pieces split granite, 12 feet by 2 feet 2 inches by 1 foot..	14 30	each.

6 pieces split granite, 10 feet by 2 feet 6 inches by 1 foot 1 inch.....	\$14 89	each.
4 pieces split granite, 7 feet 6 inches by 2 feet by 1 foot 8 inches.....	13 75	each.
10 pieces split granite, 10 feet by 1 foot 8 inches by 1 foot 1 inch.....	9 90	each.
8 pieces split granite, 7 feet 5 inches by 2 feet by 1 foot 8 inches.....	13 59	each.
8 pieces split granite, 7 feet 5 inches by 1 foot 8 inches by 1 foot 8 inches.....	13 32	each.
1,000 cubic feet dimension split granite, to work not less than 3 feet wide and 18 inches thick when dressed, in lengths of from 4 to 8 feet, for quay wall coping--	55	per cubic foot.
350 lineal feet dimension split granite, to work 12 inches wide and not less than 6 inches thick when dressed, in lengths of from 4 to 6 feet, averaging 5 feet, for area coping.....	40	per lineal foot.
All the above dimension split granite to be eastern granite, quarried so that it will work full and square to the dimensions given, and all to be sound, free from seams, powder shakes, sap, or other defects, and of bright and uniform color.		

To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 2½, stone.

2,875 cubic feet foundation stone, not less than 6 feet long, 3 feet wide, and 1 foot thick.....	\$0 30	per cubic foot.
3,000 cubic feet foundation stone, not less than 3 feet square, and 1 foot thick.....	30	per cubic foot.
1,000 cubic yards building stone, quarried out in regular beds, 15 to 20 inches face, 4 to 10 inches deep, 10 to 18 inches bed.....	2 50	per cubic yard.
46,500 Belgian or trap paving blocks, 6 inches square and 8 inches deep.....	45 00	per M.
100 tons water paving stones, good and regular shape, not more than 8 inches, nor less than 6 inches, in any direction.....	2 00	per ton.
625 cubic yards broken stone, for concrete, per sample in the yard.....	2 50	per cubic yard.
20,000 superficial feet 3-inch North River flagging stone, 4 feet wide, dressed smooth, and out of wind.....	22	per superficial foot.
500 lineal feet blue-stone curbing, 6 by 24 inches, in lengths of not less than 5 feet, dressed smooth.....	60	per lineal foot.
2,000 cubic yards rubble filling angular stone, not more than 18 inches, nor less than 4 inches, in any direction..	1 00	per cubic yard.
To be delivered as required.		

WATSON & PITTINGER. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 4, yellow pine lumber.

125,000 feet, board measure, 2-inch northern yellow pine mill-worked plank, 10 inches wide, 16 feet long, best quality, dry.....	\$60 00	per M.
50,000 feet, board measure, 3-inch northern yellow pine mill-worked plank, 10 inches wide, 16 feet long, best quality, dry.....	60 00	per M.
To be delivered as required.		

WATSON & PITTINGER. DATE OF CONTRACT, NOVEMBER 1, 1864.

Class No. 5, oak and hard wood.

500 hickory cant-hook bars, per sample in the yard.....	\$0 75	each.
50 white-heart hickory butts, for handles, 12 inches diameter at large end, 6 to 8 inches at small end, 5 feet long..	5 00	each.

20 white-heart hickory bars, rough, for capstan bars, 5½ feet long, 3½ inches square.....	\$1 00 each.
300 white-heart hickory bars, 3 inches square at butt, 6 feet long.....	1 00 each.
1,500 feet, board measure, clear eastern white ash plank, 1½ to 3 inches thick, 12 to 16 feet long, as required.....	75 00 per M.
9,500 feet, board measure, white oak plank, 1½ to 5 inches thick, 10 to 16 inches wide, 12 to 16 feet long, as required.....	75 00 per M.
3,000 feet, board measure, white oak plank, 6 to 8 inches thick, 10 to 16 inches wide, 12 to 16 feet long, as required.....	75 00 per M.
500 feet, board measure, hickory plank, 1 to 4 inches thick, 10 to 15 inches wide, 12 to 16 feet long, as required.....	75 00 per M.
1,000 feet, board measure, rock maple, 6 inches thick, 14 to 16 inches wide, 16 feet long.....	75 00 per M.
6 pieces white oak, 6 by 12 inches by 20 feet long.....	8 40 each.
6 pieces white oak, 8 by 15 inches by 24 feet long.....	16 80 each.
6 pieces white oak, 16 by 24 inches by 7 feet long.....	10 24 each.

The hickory bars to be riven from tough, young wood; the oak and ash to be sound, and free from cross grains, twists, large knots, holes, or other defects.

To be delivered as required.

JAMES BIGLER. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

2,500 spruce piles, 13 to 16 inches butt, 35 to 55 feet long, sizes as required.....	\$6 00 each.
500 spruce piles, 12 to 15 inches butt, 25 to 40 feet long, sizes as required.....	4 00 each.
40 sticks white pine timber, sawed 12 inches square, 40 feet long.....	21 00 each.
2,500 pieces hemlock joist, 3 by 4 inches, not less than 12 feet long.....	22 each.
2,000 pieces hemlock boards, 1 inch thick, 10 inches wide, 13 to 16 feet long.....	20 each.
1,000 feet, board measure, white wood, ½ to ¾ inch thick, as required.....	40 00 per M.
14,000 feet, board measure, white pine joists, 3 by 4 inches, random lengths.....	40 00 per M.
6,000 feet, board measure, white pine box boards.....	40 00 per M.
2,000 feet, board measure, white pinelumber, assorted, of the very best quality kiln-dried, (for pattern maker)....	65 00 per M.
5,000 feet, board measure, white pine boards, 1-inch, No. 1, dry.....	65 00 per M.
9,500 feet, board measure, white pine boards, 1-inch, No. 2, dry.....	50 00 per M.
6,000 feet, board measure, white pine plank, 1½-inch, No. 1, dry.....	65 00 per M.
6,000 feet, board measure, white pine plank, 1½-inch, No. 1, dry.....	65 00 per M.
12,000 feet, board measure, white pine plank, 2-inch, No. 1, dry.....	65 00 per M.
25,000 feet, board measure, white pine, 3-inch stage plank, 12 to 15 inches wide, 30 to 40 feet long.....	40 00 per M.
5,000 feet, board measure, white pine, ¾-inch mill-worked, narrow ceiling, No. 2, dry.....	55 00 per M.
23,000 feet, board measure, white pine, 1¼-inch mill-worked floor plank, not exceeding 5 inches wide.....	45 00 per M.
67,000 feet, board measure, white pine, 1¼-inch floor plank, 10 inches wide, 13 to 16 feet long, No. 2, dry.....	45 00 per M.
5,000 pieces 1-inch Albany boards, No. 2, 10 inches wide, 12 feet long, dry.....	37 each.
5,000 pieces 1½-inch Albany plank, No. 2, 10 inches wide, 12 feet long, dry.....	45 each.
6,500 pieces 1¼-inch spruce plank, 10 inches wide, 13 to 16 feet long.....	30 each.

3, 200 pieces 2-inch spruce plank, 10 inches wide, 13 to 16 feet long	\$0 40 each.
1, 000 pieces 3-inch spruce plank, 10 inches wide, 13 to 16 feet long	1 05 each.
40, 000 feet, board measure, spruce plank, 4 inches thick, 7 to 12 inches wide, 20 to 35 feet long	30 00 per M.
2, 000 lineal feet ogee and bead moulding, 1 inch	03 per lineal foot.
1, 000 lineal feet ogee and bead moulding, $\frac{5}{8}$ inch	03 per lineal foot.
200 spruce scaffolding poles, 8 inches butt, 30 feet long ..	2 00 each.
20 pieces white pine timber, 12 by 15 inches by 43 feet long	29 00 each.
11 pieces white pine timber, 12 by 15 inches by 35 $\frac{1}{2}$ feet long	23 90 each.
5 pieces white pine timber, 10 by 16 inches by 43 feet long	25 75 each.
10 pieces white pine timber, 8 by 16 inches by 43 feet long	20 60 each.
18 pieces white pine timber, 12 by 12 inches by 42 feet long	22 65 each.
3 pieces white pine timber, 10 by 12 inches by 42 feet long	18 90 each.
4 pieces white pine timber, 6 by 12 inches by 24 feet long	6 48 each.
4 pieces white pine timber, 6 by 10 inches by 24 feet long	5 40 each.
19 pieces white pine timber, 6 by 9 inches by 30 feet long ..	6 00 each.
7 pieces spruce timber, 8 by 15 inches by 40 feet long ..	18 00 each.
475 pieces spruce timber, 4 by 15 inches by 39 feet long ..	8 77 each.
260 pieces spruce timber, 4 by 15 inches by 41 feet long ..	9 22 each.
175 pieces spruce timber, 4 by 14 inches by 39 feet long ..	8 19 each.
120 pieces spruce timber, 3 by 14 inches by 39 feet long ..	6 12 each.
90 pieces spruce timber, 3 by 14 inches by 30 feet long ..	4 72 each.
100 pieces spruce timber, 3 by 8 inches by 25 feet long ..	2 25 each.
156 pieces spruce timber, 3 by 8 inches by 33 feet long ..	2 97 each.
800 pieces white pine joists, 3 by 4 inches by 15 $\frac{1}{2}$ feet long ..	68 each.
28 pieces white pine timber, 10 by 15 inches by 60 feet long	33 75 each.
3 pieces white pine timber, 10 by 15 inches by 62 feet long	34 90 each.
4 pieces white pine timber, 10 by 15 inches by 48 feet long	27 00 each.
58 pieces white pine timber, 10 by 10 and 12 inches by 25 feet long	12 38 each.
16 pieces white pine timber, 10 by 12 inches by 35 feet long	15 75 each.
15 pieces white pine timber, 10 by 10 inches by 36 feet long	13 50 each.
10 pieces white pine timber, 8 by 10 inches by 34 feet long	10 17 each.
20 pieces white pine timber, 4 by 10 inches by 29 feet long	4 32 each.
12 pieces white pine timber, 3 by 10 inches by 30 feet long	3 38 each.
130 pieces white pine timber, 6 by 9 inches by 33 feet long ..	6 66 each.
1, 100 lineal feet white pine timber, 6 by 8 inches, random lengths	18 per lineal foot.
200 pieces white pine joists, 3 by 4 inches by 16 feet long ..	60 each.
200 pieces white pine joists, 3 by 4 inches by 19 feet long ..	85 each.
200 pieces white pine joists, 3 by 4 inches by 23 feet long ..	1 04 each.

All the above dimension timber to be sawed to the full dimensions, seasoned dry, free from sap, shakes, large knots, or other defects, straight, and out of wind.

To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 7, lime, hair, and plaster.

3,500 barrels lime, equal to best Thomaston, put up in barrels, well hooped, containing 300 pounds each	\$1 64 per barrel.
25 barrels lime, extra quality, for whitewashing	2 25 per barrel.
50 barrels plaster of Paris	2 95 per barrel.
150 barrels goats' hair, for plastering	3 00 per barrel.

To be delivered as required.

E. TOMKINS, president. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 8, cement.

3,800 barrels hydraulic cement, equal to "Hoffman's," fresh ground from hydraulic stone, put up in tight barrels well prepared, containing 300 pounds each	\$1 60 per barrel.
10 barrels Roman cement, best quality, in tight barrels, well hooped	10 75 per barrel.
6 barrels Portland cement, best quality, in tight barrels, well hooped	11 75 per barrel.

To be delivered as required.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 9, gravel and sand.

54 cubic yards fine white beach sand	\$0 90 per cubic yard.
3,500 cubic yards sharp building sand, Staten Island	90 per cubic yard.

To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 9½, moulding and fire sand and fire clay.

200 cubic yards iron moulding sand	\$2 25 per cubic yard.
20 cubic yards brass moulding sand	3 50 per cubic yard.
50 barrels ground fire clay, (constructing engineer)	2 00 per barrel.
44 cubic yards fire sand	2 25 per cubic yard.
40 cubic yards fire clay	2 25 per cubic yard.

To be delivered as required.

NOT BID FOR.

Class No. 10, slate.

370 squares best Susquehanna blue slates, 18 inches long, not less than 9 nor more than 12 inches wide, and $\frac{1}{4}$ inch thick	
10 squares best Susquehanna blue slates, 24 inches long, not less than 12 nor more than 16 inches wide, and $\frac{1}{4}$ inch thick	

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 11, iron, iron spikes, and nails.

25,000 pounds best American round iron, sizes as required ..	\$0 12 per pound.
10,100 pounds best American flat iron, sizes as required	11 per pound.
5,800 pounds best American square iron, sizes as required ..	11 per pound.
2,000 pounds horseshoe iron, $\frac{1}{2}$ inch thick, 1 to $1\frac{1}{8}$ inch wide	15 per pound.
11,000 pounds best American charcoal boiler-plate iron, of such lengths, widths, and thicknesses as may be re- quired	15 per pound.
2 sheets best American charcoal boiler-plate iron, $\frac{7}{16}$ - inch thick, 4 feet 6 inches diameter	55 00 per sheet.

3,500 pounds best American boiler-plate iron, No. 1, wire gauge, 16 inches wide, in 14 feet lengths, (machine shop ex.)-----	\$0 15	per pound.
280 lineal feet rolled channel or trough iron, 6 inches wide by 5 inches deep, weighing 32 pounds per lineal foot, cut to such lengths as are ordered, not exceeding 20 feet, the cross section to be as per drawing, (receiving store and machine shop ex.)--	6 50	per lineal foot.
4,000 pounds best American angle iron, sizes as required..	15	per pound.
4,000 pounds best American T iron, sizes as required.....	15	per pound.
100 sheets No. 14 sheet iron, 36 by 96 inches, 78 pounds to the sheet.....	11 70	per sheet.
100 sheets No. 16 sheet iron, 36 by 96 inches, 64 pounds to the sheet.....	11 70	per sheet.
10,500 pounds sheet iron, best quality, thickness and sizes as required.....	20	per pound.
5 bundles sheet iron, best quality, 20 sheets per bundle, Nos. 14 to 22, wire gauge, 36 by 96 inches, as required.....	25 00	per bundle.
8 bundles Russia sheet iron, 20 sheets per bundle, Nos. 10 to 20.....	100 00	per bundle.
1 bundle galvanized sheet iron, 20 sheets, No. 17, wire gauge, 30 by 72 inches.....	60 00	per bundle.
500 pounds hoop iron, assorted.....	25	per pound.
200 best American lap-welded iron boiler tubes, 2½ inches diameter, No. 13, wire gauge, lengths as required, not exceeding 8 feet, say 1,500 lineal feet.....	1 00	per lineal foot.
2,000 lineal feet best American lap-welded iron boiler tubes, such as are required.....	1 50	per lineal foot.
50 pounds bellows nails, largest size.....	40	per pound.
13,800 pounds iron cut nails, 4d. to 40d.....	10	per pound.
2,000 pounds iron clinch nails, assorted.....	12½	per pound.
920 pounds iron clout nails, ¾-inch, and assorted.....	25	per pound.
200 pounds iron clout nails, wrought, per sample.....	25	per pound.
1,250 pounds finishing nails, ¾ to 2-inch.....	15	per pound.
50 pounds horseshoe nails, best quality.....	50	per pound.
1,000 pounds lath nails, 3d., fine.....	15	per pound.
25 pounds ox-shoe nails, best quality.....	40	per pound.
100 pounds roofing nails, tinned.....	40	per pound.
1,000 pounds shingle nails, 4d.....	15	per pound.
3,000 pounds hot-pressed wrought iron hexagonal nuts, ¾ to 1½-inch.....	25	per pound.
10,000 pounds iron boiler rivets, 1½ by ⅝ inch, and over, (constructing engineer).....	17	per pound.
6,000 pounds iron boiler rivets, assorted sizes.....	18	per pound.
540 pounds iron rivets, sizes as required.....	20	per pound.
9,000 pounds cut spikes, 6 and 7 inch.....	12	per pound.
6,000 pounds hand-made iron spikes, 6 to 12 inch.....	16½	per pound.
1,000 pounds railroad spikes, sizes as required.....	20	per pound.
300 pounds iron washers, ¾ to 1¼ inch hole, as required, (constructing engineer).....	19	per pound.
The iron to be the best American, equal to Ulster.		
To be delivered as required.		

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 12, steel.

44,150 pounds best and extra English cast steel, equal to Sanderson's, assorted shapes and sizes, such as may be required.....	\$0 40	per pound.
1,700 pounds German steel, assorted sizes.....	20	per pound.
1,600 pounds blister steel, assorted sizes, [L].....	35	per pound.
1,300 pounds spring steel, assorted sizes.....	16	per pound.
To be delivered as required.		

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 13, pig iron.

160 tons No. 1, American, anthracite pig iron, 2,240 pounds
to the ton, equal to Thomas's..... \$79 00 per ton.
To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 14, files.

15 dozen 20-inch flat bastard files.....	\$39 00 per dozen.
25 dozen 18-inch flat bastard files	30 00 per dozen.
19 dozen 16-inch flat bastard files.....	21 00 per dozen.
10 dozen 15-inch flat bastard files.....	18 00 per dozen.
89 dozen 14-inch flat bastard files, coarse and fine.....	14 00 per dozen.
10 dozen 13-inch flat bastard files	12 00 per dozen.
51 dozen 12-inch flat bastard files.....	10 20 per dozen.
40 dozen 10-inch flat bastard files	7 20 per dozen.
22 dozen 8-inch flat bastard files.....	5 00 per dozen.
10 dozen 7-inch flat bastard files.....	4 10 per dozen.
12 dozen 6-inch flat bastard files.....	3 40 per dozen.
10 dozen 5-inch flat bastard files	2 80 per dozen.
4 dozen 5-inch flat bastard files, per sample.....	2 80 per dozen.
14 dozen 4-inch flat bastard files	2 40 per dozen.
2 dozen 18-inch equalling bastard files.....	38 50 per dozen.
3 dozen 16-inch equalling bastard files.....	30 00 per dozen.
5 dozen 14-inch equalling bastard files.....	21 00 per dozen.
3 dozen 12-inch equalling bastard files.....	14 00 per dozen.
3 dozen 10-inch equalling bastard files.....	10 20 per dozen.
2 dozen 8-inch equalling bastard files	7 20 per dozen.
13 dozen 20-inch half-round bastard files.....	42 00 per dozen.
23 dozen 18-inch half-round bastard files.....	32 00 per dozen.
27 dozen 16-inch half-round bastard files.....	23 40 per dozen.
10 dozen 15-inch half-round bastard files.....	19 80 per dozen.
74 dozen 14-inch half-round bastard files.....	16 00 per dozen.
10 dozen 13-inch half-round bastard files.....	13 80 per dozen.
63 dozen 12-inch half-round bastard files.....	11 40 per dozen.
56 dozen 10-inch half-round bastard files.....	7 70 per dozen.
44 dozen 8-inch half-round bastard files.....	5 20 per dozen.
15 dozen 7-inch half-round bastard files.....	4 30 per dozen.
28 dozen 6-inch half-round bastard files.....	3 40 per dozen.
10 dozen 5-inch half-round bastard files.....	3 00 per dozen.
14 dozen 4-inch half round bastard files.....	2 40 per dozen.
6 dozen 20-inch hand bastard files.....	41 00 per dozen.
6 dozen 18-inch hand bastard files.....	32 00 per dozen.
10 dozen 16-inch hand bastard files.....	24 00 per dozen.
15 dozen 14-inch hand bastard files.....	16 00 per dozen.
15 dozen 12-inch hand bastard files.....	11 00 per dozen.
15 dozen 10-inch hand bastard files.....	8 00 per dozen.
10 dozen 8-inch hand bastard files.....	5 50 per dozen.
10 dozen 6-inch hand bastard files.....	4 00 per dozen.
5 dozen 4-inch hand bastard files.....	2 60 per dozen.
5 dozen 20-inch round bastard files.....	38 00 per dozen.
5 dozen 18-inch round bastard files.....	30 00 per dozen.
10 dozen 16-inch round bastard files.....	21 00 per dozen.
35 dozen 14-inch round bastard files.....	14 80 per dozen.
35 dozen 12-inch round bastard files.....	10 40 per dozen.
30 dozen 10-inch round bastard files.....	7 00 per dozen.
30 dozen 8 inch round bastard files.....	4 80 per dozen.
15 dozen 6-inch round bastard files.....	3 40 per dozen.
10 dozen 4-inch round bastard files.....	2 30 per dozen.
3 dozen 3½-inch round bastard files.....	2 30 per dozen.
3 dozen 3-inch round bastard files.....	2 30 per dozen.
8 dozen 20-inch square bastard files.....	35 00 per dozen.
8 dozen 18-inch square bastard files.....	27 00 per dozen.

20 dozen 16 inch square bastard files.....	\$19 00 per dozen.
6 dozen 15-inch square bastard files.....	15 50 per dozen.
20 dozen 14-inch square bastard files.....	13 00 per dozen.
20 dozen 12-inch square bastard files.....	9 00 per dozen.
23 dozen 10-inch square bastard files.....	6 50 per dozen.
25 dozen 8-inch square bastard files.....	4 50 per dozen.
16 dozen 6-inch square bastard files.....	3 00 per dozen.
6 dozen 5-inch square bastard files.....	2 50 per dozen.
9 dozen 4 inch square bastard files.....	2 25 per dozen.
13 dozen block-makers' files, 6 to 12 inches, per sample...	8 00 per dozen.
2 dozen 14-inch round coarse files.....	14 40 per dozen.
2 dozen 8-inch round coarse files.....	4 50 per dozen.
1 dozen 3½-inch round coarse files.....	2 30 per dozen.
4 dozen 8-inch safe-edge files, coarse and smooth.....	4 40 per dozen.
1 dozen 16-inch flat float files.....	21 00 per dozen.
7 dozen 10-inch handsaw taper files.....	9 00 per dozen.
9 dozen 9-inch handsaw taper files.....	7 00 per dozen.
14 dozen 8-inch handsaw taper files.....	6 00 per dozen.
59 dozen 7-inch handsaw taper files.....	4 70 per dozen.
6 dozen 6½-inch handsaw taper files.....	4 00 per dozen.
115 dozen 6-inch handsaw taper files.....	3 50 per dozen.
10 dozen 5½-inch handsaw taper files.....	3 00 per dozen.
101 dozen 5-inch handsaw taper files.....	2 60 per dozen.
32 dozen 4½-inch handsaw taper files.....	2 30 per dozen.
198 dozen 4-inch handsaw taper files.....	2 00 per dozen.
6 dozen 3½-inch handsaw taper files.....	1 90 per dozen.
6 dozen 3¼-inch handsaw taper files.....	1 90 per dozen.
75 dozen 3-inch handsaw taper files.....	1 80 per dozen.
34 dozen 2½-inch handsaw taper files.....	1 90 per dozen.
2 dozen 8-inch knife files, coarse.....	8 00 per dozen.
1 dozen 10-inch bastard knife files.....	8 00 per dozen.
1 dozen 8-inch bastard knife files.....	6 00 per dozen.
1 dozen 6-inch bastard knife files.....	5 00 per dozen.
1 dozen 4-inch bastard knife files.....	4 00 per dozen.
10 dozen 16 inch mill-saw files.....	20 00 per dozen.
53 dozen 14-inch mill-saw files.....	12 50 per dozen.
48 dozen 12-inch mill-saw files.....	9 50 per dozen.
50 dozen 10-inch mill-saw files.....	6 80 per dozen.
7 dozen 9-inch mill-saw files.....	5 50 per dozen.
30 dozen 8-inch mill-saw files.....	4 50 per dozen.
3 dozen 7-inch mill-saw files.....	3 80 per dozen.
22 dozen 6-inch mill-saw files.....	3 10 per dozen.
150 dozen 5½-inch pit-saw files.....	3 60 per dozen.
1 dozen 14-inch rat-tail files.....	15 00 per dozen.
4 dozen 10-inch rat-tail files.....	7 00 per dozen.
24 dozen 8-inch rat-tail files.....	5 00 per dozen.
6 dozen 6-inch rat-tail files.....	3 50 per dozen.
10 dozen 5-inch rat-tail files.....	2 80 per dozen.
6 dozen 4-inch rat-tail files.....	2 40 per dozen.
2 dozen 3-inch rat-tail files.....	2 40 per dozen.
1 dozen 18-inch equalling second cut files.....	43 00 per dozen.
2 dozen 16-inch equalling second cut files.....	32 00 per dozen.
2 dozen 14-inch equalling second cut files.....	23 00 per dozen.
2 dozen 12-inch equalling second cut files.....	16 00 per dozen.
2 dozen 10-inch equalling second cut files.....	11 00 per dozen.
6 dozen 16-inch second cut flat files.....	23 00 per dozen.
5 dozen 14-inch second cut flat files.....	16 00 per dozen.
5 dozen 12-inch second cut flat files.....	11 00 per dozen.
5 dozen 10-inch second cut flat files.....	7 50 per dozen.
3 dozen 8-inch second cut flat files.....	5 25 per dozen.
2 dozen 6-inch second cut flat files.....	3 50 per dozen.
2 dozen 18-inch hand second cut files.....	38 00 per dozen.
5 dozen 16-inch hand second cut files.....	26 00 per dozen.
6 dozen 14-inch hand second cut files.....	19 00 per dozen.
6 dozen 12-inch hand second cut files.....	13 50 per dozen.
5 dozen 10-inch hand second cut files.....	9 50 per dozen.

3 dozen 8-inch hand second cut files.....	\$6 50 per dozen.
2 dozen 6 inch hand second cut files.....	4 00 per dozen.
2 dozen 18-inch half-round second cut files.....	33 00 per dozen.
3 dozen 16-inch half-round second cut files.....	24 00 per dozen.
4 dozen 14-inch half-round second cut files.....	17 00 per dozen.
4 dozen 12-inch half-round second cut files.....	12 00 per dozen.
3 dozen 10-inch half-round second cut files.....	8 00 per dozen.
3 dozen 8-inch half-round second cut files.....	5 75 per dozen.
2 dozen 6-inch half-round second cut files.....	4 00 per dozen.
2 dozen 12-inch flat dead smooth files.....	23 00 per dozen.
5 dozen 20-inch flat smooth files.....	47 00 per dozen.
5 dozen 18-inch flat smooth files.....	36 00 per dozen.
8 dozen 16-inch flat smooth files.....	25 00 per dozen.
13 dozen 14-inch flat smooth files.....	15 00 per dozen.
12 dozen 13-inch flat smooth files.....	14 00 per dozen.
14 dozen 12-inch flat smooth files.....	11 00 per dozen.
16 dozen 10-inch flat smooth files.....	7 50 per dozen.
84 dozen 8-inch flat smooth files.....	5 50 per dozen.
8 dozen 6-inch flat smooth files.....	4 00 per dozen.
10 dozen 4-inch flat smooth files.....	3 00 per dozen.
3 dozen 20-inch hand smooth files.....	47 00 per dozen.
6 dozen 18-inch hand smooth files.....	40 00 per dozen.
15 dozen 16-inch hand smooth files.....	27 00 per dozen.
15 dozen 14-inch hand smooth files.....	20 00 per dozen.
15 dozen 12-inch hand smooth files.....	14 00 per dozen.
10 dozen 10-inch hand smooth files.....	9 00 per dozen.
10 dozen 8-inch hand smooth files.....	6 75 per dozen.
5 dozen 6-inch hand smooth files.....	5 00 per dozen.
1 dozen 18-inch hand dead smooth files.....	74 00 per dozen.
2 dozen 16-inch hand dead smooth files.....	56 00 per dozen.
3 dozen 14-inch hand dead smooth files.....	36 00 per dozen.
3 dozen 12-inch hand dead smooth files.....	30 00 per dozen.
2 dozen 10-inch hand dead smooth files.....	19 00 per dozen.
2 dozen 8-inch hand dead smooth files.....	14 00 per dozen.
2 dozen 6-inch hand dead smooth files.....	10 00 per dozen.
4 dozen 4-inch hand dead smooth files.....	6 00 per dozen.
5 dozen 20-inch half-round smooth files.....	50 00 per dozen.
5 dozen 18-inch half-round smooth files.....	35 00 per dozen.
8 dozen 16-inch half-round smooth files.....	28 00 per dozen.
22 dozen 14-inch half-round smooth files.....	18 00 per dozen.
21 dozen 12-inch half-round smooth files.....	12 75 per dozen.
18 dozen 10-inch half-round smooth files.....	8 50 per dozen.
15 dozen 8-inch half-round smooth files.....	6 00 per dozen.
15 dozen 6-inch half-round smooth files.....	5 00 per dozen.
14 dozen 4-inch half-round smooth files.....	3 00 per dozen.
1 dozen 18-inch half-round smooth files.....	35 00 per dozen.
2 dozen 16-inch half-round smooth files.....	28 00 per dozen.
5 dozen 14-inch half-round smooth files.....	18 00 per dozen.
3 dozen 12-inch half-round smooth files.....	12 75 per dozen.
2 dozen 10-inch half-round smooth files.....	8 50 per dozen.
4 dozen 8-inch half-round smooth files.....	6 00 per dozen.
1 dozen 6-inch half-round smooth files.....	5 00 per dozen.
1 dozen 3½-inch half-round smooth files.....	3 00 per dozen.
1 dozen 18-inch half-round smooth files.....	35 00 per dozen.
2 dozen 16-inch half round smooth files.....	28 00 per dozen.
4 dozen 14-inch half-round smooth files.....	18 00 per dozen.
2 dozen 12-inch half-round smooth files.....	12 75 per dozen.
2 dozen 10-inch half-round smooth files.....	8 50 per dozen.
3 dozen 8-inch half-round smooth files.....	6 00 per dozen.
1 dozen 6-inch half-round smooth files.....	5 00 per dozen.
1 dozen half-round stencil files, assorted, (plumber).....	4 00 per dozen.
2 dozen 16-inch parallel square files.....	25 00 per dozen.
12 dozen 14 inch parallel square files.....	18 00 per dozen.
11 dozen 12-inch parallel square files.....	14 00 per dozen.
10 dozen 10-inch parallel square files.....	10 00 per dozen.
10 dozen 8-inch parallel square files.....	6 20 per dozen.

4 dozen 6-inch parallel square files.....	\$5 00 per dozen.
4 dozen 4-inch parallel square files.....	3 00 per dozen.
3 dozen 8-inch taper single cut files.....	6 00 per dozen.
3 dozen 6-inch taper single cut files.....	4 00 per dozen.
4 dozen 5-inch taper single cut files.....	2 60 per dozen.
4 dozen 4-inch taper single cut files.....	2 00 per dozen.
5 dozen 6-inch taper double cut files.....	4 00 per dozen.
5 dozen 5½-inch taper double cut files.....	3 50 per dozen.
5 dozen 5-inch taper double cut files.....	3 00 per dozen.
5 dozen 4½-inch taper double cut files.....	2 75 per dozen.
3 dozen 4-inch taper double cut files.....	2 40 per dozen.
3 dozen 3½-inch taper double cut files.....	2 10 per dozen.
3 dozen 3-inch taper double cut files.....	2 10 per dozen.
3 dozen 2½-inch taper double cut files.....	2 10 per dozen.
½ dozen 9-inch ward files.....	5 50 per dozen.
½ dozen 6-inch ward files.....	3 00 per dozen.
7 dozen 5-inch ward files.....	3 00 per dozen.
4 dozen 4-inch ward files.....	2 50 per dozen.
5 dozen 3-inch ward files.....	2 50 per dozen.
4 dozen ward files, thin, per sample, (joiner).....	2 50 per dozen.
1 dozen 8-inch half-round cabinet-makers' rasps.....	6 50 per dozen.
3 dozen cabinet-makers' rasps, assorted.....	9 00 per dozen.
1 dozen 16-inch flat wood rasps.....	26 00 per dozen.
2 dozen 16-inch half-round wood rasps.....	27 00 per dozen.
3 dozen 12-inch half-round wood rasps.....	12 00 per dozen.
3 dozen 10-inch half-round wood rasps.....	8 50 per dozen.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 15, paints, oils, and glass.

14,700 pounds pure white lead, in oil.....	\$0 21 per pound.
500 pounds red lead, in oil.....	22 per pound.
1,500 pounds red lead, dry.....	22 per pound.
1,200 pounds white zinc, in oil, Dolson's best American....	13½ per pound.
400 pounds brown zinc, in oil, best American.....	11 per pound.
400 pounds patent dryer, English.....	16 per pound.
600 pounds Venetian red.....	05¼ per pound.
2,100 pounds whiting, best English.....	03 per pound.
1,000 pounds Paris white.....	04½ per pound.
12 pounds burnt umber, in oil.....	22 per pound.
12 pounds raw umber, in oil.....	22 per pound.
12 pounds burnt sienna, in oil.....	25 per pound.
12 pounds raw sienna, in oil.....	25 per pound.
10 pounds Vandyke brown, dry.....	25 per pound.
100 pounds Paris chrome green, in oil.....	30 per pound.
250 pounds gum shellac, best.....	1 12 per pound.
10 pounds chrome yellow.....	38 per pound.
2,000 pounds yellow ochre.....	02 per pound.
6 pounds Prussian blue.....	1 10 per pound.
300 pounds litharge.....	21 per pound.
295 gallons spirits of turpentine.....	3 50 per gallon.
1,200 gallons linseed oil, raw.....	1 70 per gallon.
60 gallons linseed oil, boiled.....	1 80 per gallon.
40 gallons brown Japan varnish.....	4 00 per gallon.
20 gallons coach varnish, imperial.....	10 00 per gallon.
20 gallons demar varnish, extra heavy.....	5 00 per gallon.
150 feet double thick glass, 7 by 9 inches.....	21 per foot.
800 feet double thick glass, 8 by 10 inches.....	21 per foot.
3,800 feet double thick glass, 9 by 12 inches.....	21 per foot.
1,000 feet double thick glass, 9 by 13 inches.....	21 per foot.
3,700 feet double thick glass, 9 by 14 inches.....	21 per foot.

700 feet double thick glass, 10 by 12 inches.....	\$0 21	per foot.
1, 950 feet double thick glass, 10 by 14 inches.....	21	per foot.
200 feet double thick glass, 10 by 16 inches.....	25	per foot.
200 feet double thick glass, 10 by 18 inches.....	25	per foot.
150 feet double thick glass, 12 by 12 inches.....	25	per foot.
150 feet double thick glass, 12 by 14 inches.....	27	per foot.
500 feet double thick glass, 12 by 16 inches.....	27	per foot.
800 feet double thick glass, 12 by 18 inches.....	27	per foot.
300 feet double thick glass, 12 by 20 inches.....	28	per foot.
300 feet double thick glass, 12 by 24 inches.....	28	per foot.
200 feet double thick glass, 14 by 16 inches.....	28	per foot.
200 feet double thick glass, 14 by 18 inches.....	28	per foot.
500 feet double thick glass, 14 by 20 inches.....	28	per foot.
500 feet double thick glass, 16 by 18 inches.....	28	per foot.
400 feet double thick glass, 16 by 20 inches.....	28	per foot.
300 feet double thick glass, 16 by 24 inches.....	28	per foot.
100 feet double thick glass, 16 by 42 inches.....	36	per foot.
200 feet double thick glass, 18 by 24 inches.....	30	per foot.
200 feet double thick glass, 24 by 32 inches.....	36	per foot.
100 feet double thick glass, 22 by 40 inches.....	40	per foot.
90 sheets rough plate glass, for roofs, 24 by 48 inches, one-half inch thick.....	6 20	per sheet.
To be delivered as required.		

JOHN J. BINGHAM. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 16, ship-chandlery.

137 gallons alcohol, 95 per cent. proof.....	\$3 50	per gallon.
12 dozen coal baskets	9 00	per dozen.
6 cane baskets, to hold 4 bushels each.....	2 00	each.
4 dozen white oak spirit baskets	9 00	per dozen.
10 pounds beeswax.....	90	per pound.
36 pieces worsted binding, red, blue, and green, as required	70	each.
12 pieces binding for damask	60	each.
110 pounds refined borax	55	per pound.
2 dozen ox bows.....	40	each.
2 sets wagon bows, 6 to the set	4 00	per set.
24 Bath bricks.....	06	each.
50 pounds roll brimstone.....	20	per pound.
3 pounds Russia bristles, best quality.....	8 00	per pound.
1, 967 corn brooms.....	40	each.
2 hair brooms, long handled.....	2 00	each.
316 hickory brooms.....	20	each.
108 ratan brooms, 14 inches, equal to Richmond's	75	each.
50 whisk brooms.....	20	each.
$\frac{1}{2}$ dozen blending brushes, assorted	9 00	per dozen.
4 dozen currying brushes.....	15 00	per dozen.
11 dozen hand dusting brushes	7 50	per dozen.
24 dozen painters' dusting brushes.....	9 00	per dozen.
3 dozen flue brushes, whalebone, $2\frac{1}{4}$ inches diameter, 12 inches long.....	30 00	per dozen.
$\frac{1}{2}$ dozen flue brushes, whalebone, 6-inch	60 00	per dozen.
18 dozen glue brushes, assorted	6 00	per dozen.
4 dozen hand hair brushes	6 00	per dozen.
4 dozen kalsomine brushes, 8-inch	48 00	per dozen.
29 dozen marking brushes, French fitch, assorted.....	1 50	per dozen.
$\frac{1}{2}$ dozen mottling tool brushes, sable hair, 5-inch.....	30 00	per dozen.
3 dozen paint brushes, 00 to 000000, best quality.....	24 00	per dozen.
82 dozen paint brushes, 000000, best quality.....	36 00	per dozen.
14 dozen paying tool brushes.....	2 00	per dozen.
80 dozen sash tool brushes, French, No. 6.....	5 00	per dozen.
7 dozen hand scrubbing brushes	4 00	per dozen.
1 dozen stencil brushes	1 00	per dozen.
2 dozen stove brushes	4 00	per dozen.
2 dozen tar brushes, long handles	3 00	per dozen.

½ dozen top-graining tool brushes, 2 to 6 inch.....	\$6 00 per dozen.
26 dozen varnish brushes, Nos. 0 to 6.....	7 50 per dozen.
50 dozen whitewash brushes, 7 and 9 inch, as required ..	30 00 per dozen.
10 pieces bunting, red, white, or blue, 18 inches, as required	25 00 each.
8 pieces bunting, red, white, or blue, 12 inches, as required	18 00 each.
2 boxes adamantine candles, say 80 pounds.....	35 per pound.
60 pounds paraffine candles	60 per pound.
1,528 pounds sperm candles	55 per pound.
3 hand carts, chief engineer	50 00 each.
15 pounds French chalk	30 per pound.
135 pounds red chalk	15 per pound.
4,900 pounds white chalk	03 per pound.
150 pounds chloride of lime	15 per pound.
35 yards broadcloth, blue and black, double width	6 50 per yard.
11 reams crocus cloth, assorted, equal to Sibley & Co.'s... 54	00 per ream.
27 reams emery cloth, smooth, equal to Sibley & Co.'s... 54	00 per ream.
25 yards enamelled cloth, to be selected.....	90 per yard.
30 yards hair-cloth, 30 inches wide	3 50 per yard.
1 dozen truck collars.....	60 00 per dozen.
25 pounds copperas	02 per pound.
100 pounds best hemp cord, for sewing hose.....	1 75 per pound.
30 pieces worsted cord, red, green, and blue, large size ..	75 per piece.
4 dozen spools cotton, best, assorted.....	2 00 per dozen.
70 yards worsted damask, double width, colors as required	1 75 per yard.
75 yards enamelled duck, 50 inches wide.....	1 25 per yard.
8 bolts fine light ravens duck.....	45 00 per bolt.
300 emery sticks, equal to Sibley & Co.'s.....	50 each.
100 pounds emery, equal to Sibley & Co.'s.....	20 per pound.
8 sets felloes, 1½ to 3 inch, 8 pieces to the set.....	3 00 per set.
25 square yards boiler felting, 1 inch thick.....	1 35 per square yard.
700 square yards boiler felting, ½ to 2 inches thick, as required	1 50 per square yard.
26 barrels sour flour	4 50 per barrel.
2 pounds flour of emery, assorted.....	10 per pound.
25 yards worsted fringe, for carriage curtains.....	10 per yard.
12 yards worsted fringe, colors as required.....	20 per yard.
20 gross upholsterers' frogs, colors as required.....	25 per gross.
100 yards black gimp.....	12 per yard.
52 pounds ground glass, assorted	10 per pound.
525 pounds coopers' best white glue	40 per pound.
235 pounds white curled hair	1 00 per pound.
6 pairs cart hames.....	2 00 per pair.
3 sets double truck hames.....	4 50 per set.
2 dozen hickory adze handles.....	4 00 per dozen.
2 dozen hickory axe handles.....	1 00 per dozen.
2 dozen hickory broad-axe handles	1 00 per dozen.
102 dozen hickory double-header handles.....	1 85 per dozen.
42 dozen hickory hammer handles, hand-made.....	2 00 per dozen.
44 dozen hickory sledge handles, hand-made.....	3 00 per dozen.
6 sets truss hoops, 24-inch tierce.....	4 75 per set.
6 sets truss hoops, 19-inch barrel	4 50 per set.
6 sets truss hoops, 18-inch barrel	4 25 per set.
6 sets truss hoops, 14-inch half-barrel.....	4 00 per set.
2 stitching horses, harness-makers'	6 00 each.
150 pounds hemp house-line.....	25 per pound.
8 sets mortised hubs, 6 to 15 inches diameter, 8 to 18 inches long, 4 to the set	8 00 per set.
10 dozen brass hand lamps.....	7 50 per dozen.
60 brass globe lanterns, guards and lamps complete, per sample.....	4 00 each.
120 yards linen, 1½ yard wide, for window shades, colors as required	1 50 per yard.
50 yards linen, 1 yard wide, for window shades, colors as required	1 30 per yard.

42 dozen chalk-lines, 10 fathoms each	\$1 00 per dozen.
3 $\frac{1}{2}$ dozen flax fishing lines, 250 feet long each	3 00 per dozen.
3 dozen silk lines, fine, 200 feet long each	7 00 per dozen.
6 metallic tape-lines, 50 to 100 feet, as may be selected ..	12 00 each.
9 oiled linen tape-lines, equal to Spencer, Browning & Co.'s make, 50 feet long	4 00 each.
7 oiled linen tape-lines, equal to Spencer, Browning & Co.'s make, 100 feet long	9 00 each.
22 gross hanks masons' lines, hemp, coarse or fine, as re- quired	15 00 per gross.
6 dozen bottles Kellinger's liniment, largest size	15 00 per dozen.
50 pounds British lustre	08 per pound.
24 marline-spikes, boatswain's	75 each.
55 yards cocoa matting, yard wide, chief engineer	1 00 per yard.
6 mats, worsted, to be selected, storekeeper's office	2 50 each.
245 yards muslin, yard wide, white or black, as required, to be selected	75 per yard.
6 frog needles	03 each.
200 sail needles, assorted sizes	03 each.
2 papers sewing needles, selected	25 per paper.
330 square yards oil-cloth, for offices, best quality, to be selected	1 90 per square yard.
146 reams sandpaper, 0 to 4, as ordered or selected	4 50 per ream.
100 rolls wall paper, to be selected	1 00 per roll.
200 yards bordering, for wall paper, to be selected	09 per yard.
10 pounds prussiate of potash	10 per pound.
450 feet $\frac{7}{8}$ -inch iron wire rope, with hemp centre	50 per foot.
100 feet $\frac{3}{4}$ -inch iron wire rope, with hemp centre	35 per foot.
60 pounds sal ammoniac	50 per pound.
150 pounds 9-thread seizing stuff	30 per pound.
140 pounds 6-thread seizing stuff	30 per pound.
1, 046 pounds brown soap, hard, best quality	17 per pound.
69 pounds old castile soap	28 per pound.
10 barrels soft soap	2 50 per barrel.
6 spittoons, 9-inch, earthen, commandant's office	25 each.
8 sets spokes, 1 $\frac{1}{2}$ to 3 inch, 56 to the set	6 00 per set.
8 pounds fine Turkey sponge, large pieces	5 50 per pound.
48 pounds pumice-stone, pulverized or in lumps, as required ..	10 per pound.
50 pounds rotten-stone	15 per pound.
4 India-rubber suits, large size, to be selected	30 00 each.
12 hanks seine twine	75 each.
3, 150 pounds best beef tallow	23 per pound.
20 silk tassels, large size, selected	1 00 each.
5 dozen worsted tassels, large size, color as required	6 00 per dozen.
12 tassels, to match damask, selected	25 each.
12 barrels coal tar, not less than 30 gallons to the barrel ..	6 50 per barrel.
7 pounds linen thread, assorted numbers and colors, as required	3 00 per pound.
18 pounds shoe thread, best quality	1 75 per pound.
50 pounds worsted thrums, not less than 12 inches long	80 per pound.
1 bolt a. c. a. ticking, for lining collars	35 00 each.
6 cart saddle trees	1 50 each.
6 gig saddle trees	1 50 each.
12 pairs saddle turrets	50 per pair.
2, 300 pounds cotton waste, for wiping stuff	33 per pound.
474 wheelbarrows, per sample at yard	4 80 each.
6 wheelbarrows, wooden frame, iron box, per sample, chief engineer	19 00 each.
125 pounds lampwick yarn	1 25 per pound.
150 pounds hemp packing yarn, free from shives and knots ..	35 per pound.
200 pounds spun yarn	25 per pound.

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 17, hardware.

18 carpenters' adzes, handled.....	\$3 00 each.
25 pounds metallic antimony.....	1 00 per pound.
1 anvil, bright, 30 pounds, plumber.....	50 per pound.
12 anvils, wrought-iron, 200 pounds each.....	50 00 each.
14 anvils, wrought-iron, steel-faced, 250 to 350 pounds each—say 4, 550 pounds.....	25 per pound.
6 arbors, steel saw, per sample.....	1 00 each.
2 dozen belt awls, handled.....	1 00 per dozen.
2 dozen awls, assorted, handled, boatswain.....	2 00 per dozen.
12 carpenters' broad axes, handled.....	3 75 each.
6 junk axes, cast steel, boatswain.....	3 00 each.
12 narrow axes, cast steel, handled.....	2 00 each.
113 wood axes, cast steel, steel polls, handled, four and a half pounds each, equal to Simmons's.....	2 00 each.
24 wood axes, cast steel, steel poll's, handled, 6 pounds each, selected.....	1 50 each.
8 sets iron axles and boxes, one and a half to three inch, two complete axles to the set.....	13 00 per set.
4 water backs for ranges, in officers' houses, as required.....	9 00 each.
4 grate baskets, iron.....	7 00 each.
12 pairs smiths' bellows, 36 to 40 inches.....	49 00 each.
8 pairs smiths' bellows, 28 inches.....	39 00 each.
22 pairs hand bellows, 12 inches, and assorted.....	1 50 each.
3 steel bevels, 16 inches long, plumber.....	2 25 each.
2 dozen bridle bits, selected.....	9 67 per dozen.
24 sets bits, for cutting plugs, assorted sizes, selected ..	9 66 $\frac{2}{3}$ per set.
10 dozen dowelling bits, assorted sizes, per sample.....	4 67 per dozen.
4 dozen hack-saw blades, 10 to 20 inches, as required.....	15 00 per dozen.
1 dozen door bolts, 10-inch wrought-iron, square, long handles.....	1 90 per dozen.
6 gross Philadelphia carriage and tire bolts, 2 to 3 inches long, five-sixteenths inch diameter.....	5 43 per gross.
700 Philadelphia carriage bolts, seven sixteenths inch diameter, 5 and 6 inches long, 300 to have counter- sunk heads, as required.....	06 $\frac{43}{100}$ each.
300 Philadelphia carriage bolts, seven sixteenths inch diameter, assorted lengths.....	07 $\frac{43}{100}$ each.
250 pounds iron bolts, with hexagonal heads and nuts, assorted sizes.....	19 per pound.
1 dozen barrel bolts, cast brass, 6-inch.....	20 00 per dozen.
6 dozen flush bolts, brass, 4 to 6 inch, narrow.....	10 00 per dozen.
4 dozen snap bolts, cast brass, 2 and a-half inch.....	9 60 per dozen.
200 pounds wood screw bolts, 6 inches long, one half and five eighths inch diameter.....	25 per pound.
36 boxes and rollers, for mill-saw carriage, per sample..	2 69 each.
2 hand braces, with 16 bits each, complete, plumber..	4 76 each.
1 wood brace, with 32 bits.....	7 75 each.
112 papers iron brads, assorted sizes.....	15 each.
2 sets fire-bricks and grates, for "sentinel stove," No. 8, Sanford's patent.....	3 00 per set.
19 gross harness buckles, japanned, assorted.....	1 19 per gross.
6 dozen buttons, cast brass, solid plates.....	4 25 per dozen.
6 pairs calipers, cast steel, ins and outs, as required...	9 67 each.
5 dozen India-rubber oil cans.....	9 76 per dozen.
1 dozen planished tin oil cans, spring bottoms.....	5 75 per dozen.
3 dozen currying cards, copper wire.....	3 35 per dozen.
4 sets socket casters, brass swivel.....	1 66 per set.
4 sets wheel castors, brass swivel.....	87 per set.
10 fathoms iron chain, 1 and a half-inch, subject to proof	3 50 per fathom.
24 yards jack-chain, brass.....	10 per yard.
3 dozen firmer chisels, three-fourths to 2 inch.....	4 75 per dozen.
4 dozen socket chisels, one-half to 3 and a half inch	7 75 per dozen.

2 sets turning chisels.....	\$7 75 per set.
1 pair hand clamps, per sample, wheelwright	1 40 per pair.
4 pair clamps or stirrups, for futtock saws, per sample.	1 40 per pair.
100 square feet woven wire cloth, for window screens, one half to 1 inch mesh, No. 18, wire gauge, selected.	50 per sq. foot.
6 screw chucks, 6, 9, and 12 inch, 1 and one fourth-inch hole left blank, equal to Horton's.....	17 66 each.
1 chuck, 24-inch, 4 independent steel jaws, 2-inch hole left blank.....	17 00 each.
1 chuck, 18-inch, 4 independent steel jaws, 1 and three fourths-inch hole left blank.....	16 00 each.
2 chucks, 15-inch, 4 independent steel jaws, 1 and three eighths-inch hole left blank.....	15 00 each.
2 chucks, 12-inch, 4 independent steel jaws, 1-inch hole left blank.....	14 00 each.
(All the above chucks to be selected.)	
8 wash-basin cocks, plated.....	3 25 each.
40 bibb cocks, one half to 1 inch, finished.....	3 00 each.
12 hose cocks, three fourth-inch, finished.....	2 00 each.
3 stop cocks, T-handles, brass, five eighths-inch.....	2 60 each.
36 stop and waste cocks, one half to 1 inch.....	1 75 each.
4 dozen currycombs	3 00 per dozen.
24 compasses, cast steel, 6 to 12 inches.....	9 00 each.
1 water cooler, to be selected, storekeeper.....	6 00 each.
150 pounds best white sash cord.....	2 00 per pound.
20 pairs hose couplings, "Lantou & Bliss," per sample..	9 00 per pair.
3 crowbars, per sample.	4 00 each.
1½ dozen cutters, 30 inches long, 4 and a half to 5 inches wide, for "Stover's" patent planer	19 00 per dozen.
1½ dozen cutters, 15 inches long, 4 and a half to 5 inches wide, for "Stover's" patent planer.....	17 00 per dozen.
1½ dozen cutters, 24 inches long, 4½ to 5 inches wide, for Wood & Gray's patent planer.....	18 00 per dozen.
5 dozen cutters, 3 to 8 inches long, 4 to 5 inches wide, for Smith's patent planer.....	15 00 per dozen.
6 sets tonguing and grooving cutters, as required.....	7 00 per set.
6 sets cutters and dies for Hoe & Co.'s patent gumming machine, sizes as required.	17 00 per set.
2 pipe cutters, size as selected	7 00 each.
4 glaziers' diamonds, set.....	9 00 each.
1 dozen 1-inch malleable iron lathe dogs.....	27 75 per dozen.
1 dozen 1 and one fourth-inch malleable iron lathe dogs.	28 00 per dozen.
1 dozen 1 and three fourth-inch malleable iron lathe dogs.....	29 00 per dozen.
2 dozen 2 and one half-inch malleable iron lathe dogs	34 00 per dozen.
1 dozen 4 and one half-inch malleable iron lathe dogs.	40 00 per dozen.
4 pairs dividers, such as may be selected.....	2 25 per pair.
10 ratchet drills, No. 1, equal to "Packer's".....	9 00 each.
10 ratchet drills, No. 2, equal to "Packer's".....	12 00 each.
20 ratchet drills, No. 3, equal to "Packer's".....	15 00 each.
30 ratchet drills, No. 4, equal to "Packer's".....	18 00 each.
30 ratchet drills, No. 5, equal to "Packer's".....	21 00 each.
24 ratchet drills, large size, equal to "Charles Merrill's"	30 00 each.
12 ratchet drills, Ashcroft's.....	25 00 each.
6 ratchet drills, best quality, selected.....	30 00 each.
3 breast drills, No. 4.....	9 00 each.
10 dozen thread escutcheons	1 00 per dozen.
7 tube expanders, equal to "Prosser's," as required or selected.....	3 00 each.
12 pairs back flaps, iron.....	10 per pair.
13 dozen sash fastenings, brass, porcelain knobs, selected.	9 00 per dozen.
22 dozen sash fastenings, iron, of approved pattern	6 00 per dozen.
24 faucets, brass, one half to one three-fourths inch....	90 each.
4,000 ferules, equal to Clark's patent, such as are selected..	60 each.
3 sets water-closet fixtures, water valves, stop-cocks, China basin, &c., complete, as selected.....	13 00 per set.

150 sets window shade fixtures, such as may be selected..	\$0 10 per set.
12 hay forks, 3-pronged, steel.....	1 75 each.
12 manure forks, 4 pronged, steel.....	1 75 each.
1 dozen nail gimlets, assorted.....	1 00 per dozen.
200 glasses, for water gauges, per sample.....	1 00 each.
11 spirit-level glasses, ground, English, 6 inches long ..	25 each.
24 firmer gauges, three fourths to 2 inch.....	75 each.
48 socket gauges, three-fourths to 2 inch.....	1 00 each.
2 sets turning gauges, 12 pieces each	4 75 per set.
29 grindstones, Ohio, 6-inch face, 4 to 5 feet diameter..	37 50 each.
3 grindstones, Ohio, 6 and a half inch face, 5 feet diameter.....	44 00 each.
3 grindstones, Ohio, 4-inch face, 2 feet diameter, with frame and crank, on friction rollers, complete....	30 00 each.
2 sets hand grooves, plumber.....	1 00 per set.
1 drawing gauge, harness-makers'	1 00 each.
6 steam gauges, 6 to 10 inch, per sample.....	9 00 each.
4 wire gauges, (Stubbs's make,) selected.....	3 00 each.
1 set bumping hammers, assorted, plumber.....	17 00 each.
41 claw hammers, handled, best quality	1 00 each.
24 pean hammers, plumber.....	2 75 each.
12 cross pean hammers, plumber.....	3 75 each.
12 planishing hammers, handled, assorted, plumber....	1 25 each.
2 sets raising hammers, handled, plumber.....	3 75 per set.
6 riveting hammers, 3 to 4 pounds each, handled	3 75 each.
3 sledge hammers, 15 pounds each, handled.....	3 00 each.
30 hatchets, cast steel, handled, as required.....	1 00 each.
3 double-headers, 12 pounds each.....	3 25 each.
3 square heads, plumber.....	3 25 each.
1 head, 6-inch, for Smith's patent planer.....	7 75 each.
1 set, consisting of 1 moulding and 4 tonguing and grooving heads, for Smith's patent planer, com- plete	29 50 per set.
32 dozen pairs butt hinges, brass, assorted sizes.....	12 00 per dozen.
43 dozen pairs butt hinges, iron, assorted sizes.....	2 00 per dozen.
21 dozen plantation hoes, steel, best quality, per sample..	9 00 per dozen.
24 hooks and thimbles, for 10, 12, and 14 inch bolts....	1 00 each.
5 dozen cant hooks, with bars, per sample.....	12 00 per dozen.
12 gig saddle hooks.....	1 00 each.
4 dozen screw hooks, brass, assorted sizes.....	60 per dozen.
6 coopers' beek irons, steel-faced.....	9 00 each.
6 extra irons, for heading jointers.....	9 50 each.
6 extra irons, for stave jointers.....	6 00 each.
1 hydraulic jack, 50-ton.....	100 00 each.
1 hydraulic jack, 60-ton, to run out 9 inches.....	150 00 each.
2 hydraulic jacks, 30-ton, to run out 12 inches.....	90 00 each.
2 hydraulic jacks, 15-ton, to run out 12 inches and lift from the foot.....	90 00 each.
2 hydraulic jacks, 10-ton, to run out 12 inches and lift from the foot.....	70 00 each.
2 hydraulic jacks, 7-ton, to run out 12 inches and lift from the foot	60 00 each.
2 hydraulic jacks, 7-ton, to run out 24 inches and lift from the foot.....	50 00 each.
1 hydraulic pulling jack, to pull 8 tons, 2 feet, without fleeting	50 00 each.
(All the above hydraulic jacks to be selected, equal to "Dudgeon's," with wide bases, when so required.)	
3 heading jointers, 5 feet long, 4 and a half inches wide on face, 4 inches thick, double irons, 3 inches wide, of beech wood, equal to "Horton's" make..	11 00 each.
6 stave jointers, 6 feet long, 5 inches wide on face, 4 inches thick, double irons, 3 and a half inches wide, of beech wood, equal to "Horton's" make..	7 00 each.
6 dozen mortise lock keys, brass, blank.....	2 50 per dozen.
6 dozen rim lock keys, brass, blank.....	1 50 per dozen.

10 dozen till lock keys, brass, blank, assorted.....	\$1 00 per dozen.
2 hacking knives.....	1 00 each.
6 hollowing knives, best quality.....	1 00 each.
1 marking knife, per sample, "timber inspector"	1 00 each.
2 oil-cloth knives, 6-inch.....	1 00 each.
1 pallet knife.....	1 00 each.
6 putty knives.....	30 each.
6 race knives.....	50 each.
6 shoeing knives.....	1 20 each.
30 shoemakers' knives, as required.....	20 each.
1 pair knives, steel, for cutting rope, per sample.....	1 50 per pair.
30 dozen knobs, black walnut and mahogany, assorted sizes.....	50 per dozen.
12 dozen carriage-curtain knobs.....	10 per dozen.
2 dozen brass knobs and spindles, 1 and three-quarters to 2 inch.....	4 40 per dozen.
6 dozen mineral knobs and spindles, 1 and three-quarters to 2 and one-quarter inch.....	6 50 per dozen.
10 dozen white porcelain knobs and spindles, 1 and three-quarters to 2 and three-quarters inch.....	11 00 per dozen.
27 iron ladles, 6 to 8 inches, and assorted.....	3 00 each.
1 turning lathe, per sample.....	133 00 each.
13 rolls, 3-pound milled lead—say 7,800 pounds.....	25 per pound.
4 rolls, 6 to 8 pound milled lead—say 2,400 pounds..	25 per pound.
7 sets letters and figures, steel dies, one-eighth to 1 inch, assorted.....	9 17 per set.
19 spirit-levels, 2 to 3 feet long, ground or clear glass, as required.....	7 17 each.
20 carriage-curtain glass lights.....	25 each.
24 dozen chest locks, brass, assorted sizes.....	24 00 per dozen.
6 dozen cupboard locks, brass, assorted sizes.....	24 00 per dozen.
3 dozen dead locks, iron, 10-inch, right and left hand..	40 00 per dozen.
3 dozen desk locks, brass, assorted sizes.....	20 00 per dozen.
14 dozen drawer locks, brass, assorted sizes.....	20 00 per dozen.
2 dozen lever locks and keys, brass, equal to "Hobbs's," assorted.....	100 00 per dozen.
10 dozen mortise locks, iron, 4 to 8 inch.....	9 00 per dozen.
6 dozen padlocks, brass, 3-inch, and assorted.....	21 00 per dozen.
10 dozen padlocks, iron, 3-inch, and assorted.....	11 00 per dozen.
6 dozen rim locks, iron, 5 to 12 inch, with furniture..	15 00 per dozen.
1 bolt machine, per sketch in chief engineer's office....	500 00 each.
1 boring machine, per sample at saw-mill.....	100 00 each.
2 burr machines, large and small, plumber.....	62 50 each.
1 dovetailing machine, No. 3 size, for making boxes, with inside covers, less than 42 inches, with hangers, shafting, and pulleys for the same, complete, equal to A. A. Davis's.....	100 00 each.
2 thick-edged machines, small, for plumber.....	100 00 each.
1 hand machine, for drilling, with crank.....	50 00 each.
1 machine for punching copper, plumber.....	40 00 each.
1 re-sawing machine, vertical, with 1 and one-half dozen saws for the same.....	40 00 each.
1 scroll sawing machine, with shaft and countershaft, tight and loose, and cone pulleys, per sample in use at saw-mill.....	40 00 each.
2 hand paint-mills, per sample.....	26 50 each.
10 pounds sheet mica, for stoves.....	12 00 per pound.
4 boxes carriage-band nails.....	50 per box.
30 square feet copper-wire netting, for windows, per sample in yard.....	5 00 per sq. foot.
3 hydrant nozzles, brass, five-eighths inch.....	1 00 each.
6 dozen ornaments for cart saddles, brass, selected....	1 00 per dozen.
2 dozen picks, steel-pointed, 8 and 10 pounds each, handled.....	20 00 per dozen.
15 pairs pincers, assorted, as required.....	11 00 per pair.
3 blow-pipes.....	11 00 each.

3,000 pounds lead pipe, a. a. a, five-eighths inch, and assorted, as required	\$0 25	per pound.
3 fore-planes, double irons, best quality	2 00	each.
9 jack-planes, double irons, best quality	1 50	each.
13 smoothing planes, double irons, best quality	1 50	each.
4 screw plates and taps, complete, per sample	7 00	each.
24 basin plugs and couplings, plated	1 50	each.
2 plumb-bobs, brass, per sample, in constructing engineer's office	75	each.
51 pairs plyers, assorted, as required	1 00	per pair.
6 pairs pipe plyers, half-inch, three quarter-inch, and 1-inch	1 00	per pair.
50 papers glaziers' points	70	per paper.
8 gross sash pulleys, iron axles, 1 and three-quarters to 2 inch, extra heavy	32 00	per gross.
2 steam pumps, equal to "Woodward's," No. 1	100 00	each.
48 belt punches, cast steel, assorted, as required	1 00	each.
1 belt punch, with 6 hollow punches	12 00	each.
2 sets flat punches, plumber	13 00	per set.
3 sets hollow punches	12 00	per set.
5 sets rivet punches, plumber	5 00	per set.
1 screw punch, three-quarters-inch hole, one-half-inch plate	5 00	each.
2 pairs steel punches, 12 to 20-inch	5 00	per pair.
8½ dozen rakes, wrought iron, 16-inch, long handled	15 00	per dozen.
1½ dozen rakes, wooden	5 00	per dozen.
40 riddles, iron wire, one-quarter and one-half-inch, per sample, chief engineer	1 25	each.
1 gross rings, for harnesses, seven-eighths-inch, japanned	3 75	per gross.
2 dozen breeching rings, one-half-inch, japanned	3 20	per dozen.
7 pounds rivets and burrs, copper, assorted	1 25	per pound.
20 pounds belt rivets, copper, assorted sizes, to be selected	1 25	per pound.
130 pounds hose rivets and burrs, copper, assorted as required	1 25	per pound.
2 sets rollers, large and small, plumbers'	7 17	per set.
24 pairs rosettes, for harnesses	79	per pair.
3 shrunk rules, steel, 24-inch, U. S. standard, manufactured at Bangor, Maine	7 00	each.
3 shrunk rules, steel, 12-inch, U. S. standard, manufactured at Bangor, Maine	5 00	each.
42 rules, U. S. standard, double-jointed, 2-foot, boxwood	1 00	each.
6 rules, U. S. standard, double-jointed, 2-foot, boxwood, brass bound	1 75	each.
12 rules, U. S. standard, single-jointed, 2-foot, boxwood	1 50	each.
22 buck-saws, with frames complete	1 00	each.
2 circular saws, 40 inches diameter, Nos. 6 to 9 gauge, 1¾-inch hole	17 00	each.
3 circular saws, 36 inches diameter, Nos. 6 to 8 gauge, 1½-inch hole	16 00	each.
6 circular saws, 30 inches diameter, Nos. 7 to 9 gauge, 1½-inch hole	15 00	each.
12 circular saws, 24 inches diameter, Nos. 9 to 10 gauge, 1½ inch hole	15 00	each.
12 circular saws, 20 inches diameter, No. 11 gauge, 1½-inch hole	14 00	each.
9 circular saws, 18 inches diameter, No. 13 gauge, 1½-inch hole	12 00	each.
9 circular saws, 16 inches diameter, No. 13 gauge, 1½-inch hole	10 00	each.
9 circular saws, 14 inches diameter, No. 14 gauge, 1½-inch hole	7 50	each.
6 circular saws, 12 inches diameter, No. 16 gauge, 1½-inch hole	5 50	each.
6 circular saws, crosscut, 16 inches diameter, No. 14 gauge, 1-inch hole	10 00	each.

11½ dozen crosscut saws, 4½ to 6 feet long, as required, selected.....	\$66 75	per dozen.
1½ dozen futtock saws, 5 feet 2 inches long, 7 inches wide, ground backs.....	46 00	per dozen.
28 hack-saws, 12 to 20 inches, frames and blades, complete.....	2 50	each.
72 hand hack-saws, assorted, equal to Diston's best, selected.....	2 75	each.
17 hand-saws, assorted, equal to Spear & Jackson's, selected.....	3 75	each.
18 mill-saws, 7 feet long, 9 inches wide, No. 7.....	7 00	each.
2 rigging saws, boatswain.....	7 00	each.
3 dozen scroll saws, 30 inches long, 1¼-inch wide, Nos. 13 to 14 gauge, teeth five-eighths inch apart.....	14 50	per dozen.
22 dozen scroll saws, 28 inches long, one eighth to 1 and one-quarter inch wide, Nos. 13 to 20 gauge, teeth from 2 to 10 per inch, as required.....	14 50	per dozen.
25 dozen scroll saws, 19 inches long, one-eighth to 1-inch wide, Nos. 15 to 20 gauge, teeth 3 to 10 per inch, as required.....	12 00	per dozen.
(All saws to be of the best and most approved manufacture, and selected.)		
6 pairs scissors, large size, as required.....	1 75	per pair.
12 dozen ship scrapers, cast steel, handled, per sample....	9 00	per dozen.
4 sand screens, fine iron.....	7 60	each.
70 gross brass screws, gimlet points, assorted numbers and sizes.....	3 00	per gross.
685 gross iron screws, gimlet points, assorted numbers and sizes.....	1 00	per gross.
10 dozen bench screws, iron, assorted, as required.....	15 00	per dozen.
6 gross coach screws, iron, 4 inches long, three-eighths-inch diameter, square head.....	6 40	per gross.
12 dozen hand screws, assorted, cabinet-makers'.....	17 00	per dozen.
2 dozen hand-rail screws, single or double nuts, as required.....	7 00	per dozen.
24 jack-screws, 2 to 3½ feet long, as required, equal to Ballard's, selected.....	6 00	each.
12 jack-screws, clawed timber, riveted, equal to Ballard's, timber inspector.....	11 00	each.
12 jack-screws, "Jepny Lind," per sample.....	17 00	each.
6 pad-screws, for harnesses.....	1 00	each.
6 pairs rigging screws, boatswain.....	9 00	per pair.
1 double seamer, plumber.....	9 00	each.
12 drift sets, plumber.....	9 00	each.
3 sets rivet sets, assorted, as required, plumber.....	5 00	per set.
6 saw-sets, per sample.....	1 50	each.
2 pairs shears, selected, one for cutting copper, &c., per sample.....	29 00	per pair.
½ dozen coal shovels, cast steel.....	22 00	per dozen.
18 dozen scoop shovels, cast steel, assorted.....	18 00	per dozen.
98½ dozen shovels, back-strapped, cast steel, assorted, best quality, equal to Ames's.....	19 50	per dozen.
1 dozen shovels, back-strapped, cast steel, long-handled.....	19 50	per dozen.
40 sieves, brass wire, Nos. 8 and 10, chief engineer.....	3 80	each.
2 hand sieves, brass wire, fine, 12 inches.....	4 80	each.
2 sieves, for white mortar, 14 by 24 inches, best quality.....	4 80	each.
1 paint sieve, wire.....	4 80	each.
80 pounds oilstone slips, (Turkey or Washtenaw,) as required.....	1 00	per pound.
2 dozen spring-snaps, for harnesses.....	1 00	per dozen.
18 pairs trimmers' snips, straight and circular, as required, plumber.....	7 75	per pair.
50 pounds spelter solder.....	1 00	per pound.
10 dozen spades, cast steel, best quality.....	19 50	per dozen.
2 pairs carriage springs, steel, finished, heavy, selected.....	19 00	per pair.
2 pairs cart springs, steel, 3-inch, selected.....	29 00	per pair.

2 dozen door springs, equal to Torrey's patent.....	\$12 00	per dozen.
4 dozen sofa springs, steel.....	1 75	per dozen.
2 sets truck half springs, steel, 3-inch, 4 to the set, selected.....	14 00	per set.
2 sets wagon springs, steel, 4 to the set, selected.....	34 00	per set.
2 machinists' squares, 12 and 18 inch tongue, manufactured by Brown & Sharp, Providence, R. I.....	16 67	each.
78 squares, steel, 2 feet.....	1 75	each.
1 trying square, steel blade, not exceeding 12 inches....	2 75	each.
2 creasing stakes, plumber.....	29 00	each.
2 blow-iron stakes, plumber.....	29 00	each.
2 folding stakes, or beak irons, plumber.....	29 00	each.
2 teakettle stakes, with heads, complete, plumber.....	29 00	each.
6 sets hand stocks and dies, to cut from one-quarter to three-quarters inch, per sample, selected.....	7 00	per set.
4 sets hand stocks and dies, to cut from one-half to 1 and one-quarter inch, per sample, selected.....	9 00	per set.
1 set stocks, for screwing iron pipe, from one-eighth to 3 inch.....	12 00	per set.
9 oilstones, Turkey, to be selected—say 35 pounds.....	1 00	per pound.
6 scythestones.....	10	each.
1 paint strainer, wire.....	1 00	each.
40 papers copper tacks, assorted.....	1 25	per paper.
10 papers gimp tacks, assorted.....	10	per paper.
287 papers iron cut tacks, assorted.....	10	per paper.
570 pounds Banca tin.....	1 00	per pound.
12 boxes IC tin, 10 by 14 inches.....	35 00	per box.
6 boxes IC tin, 14 by 20 inches.....	40 00	per box.
18 boxes IX tin, 10 by 14 inches.....	40 00	per box.
6 boxes IX tin, 14 by 20 inches.....	45 00	per box.
10 boxes IXX tin, 14 by 20 inches.....	75 00	per box.
4 boxes XX tin, 14 by 20 inches.....	60 00	per box.
(All to be of the best charcoal plate.)		
16 pairs pipe tongs, in equal quantities of 8 sizes, from three-quarters to three-and-a-half inch.....	2 00	per pair.
1 set of tools, for inserting "Lanergan's" deck lights, all sizes of lights used, complete.....	275 00	per set.
2 vices, wrought iron, steel-faced, 150 pounds each....	40 00	each.
2 bench vices, wrought iron, steel-faced, 150 to 250 pounds, per sample.....	60 00	each.
15 bench vices, wrought iron, 40 to 45 pounds each, with composition boxes.....	10 00	each
24 vices, wrought iron, 100 to 150 pounds each, with composition boxes—say 3,000 pounds.....	31 25	each.
1 clamp vice, gas-fitters', universal, movable head....	17 00	each.
36 parallel vices, equal to Packer's, 12 each of Nos. 2, 3, and 4.....	17 00	each.
24 Swivel vices, equal to Packer's, Nos. 3 and 4, with swivel jaws.....	17 00	each.
13,000 pounds sash weights, iron, such as are required.....	06	per pound.
5 pounds blind wire.....	50	per pound.
175 pounds brass wire, Nos. 1 to 16, as required.....	1 00	per pound.
30 pounds brass wire, three-eighths-inch.....	1 00	per pound.
60 pounds copper wire, assorted.....	1 00	per pound.
331 pounds iron wire, Nos. 1 to 20.....	50	per pound.
30 pounds iron wire, three-eighths-inch.....	50	per pound.
40 pounds steel wire, Nos. 8 to 16.....	1 00	per pound.
36½ dozen screw wrenches, finished, 6 to 21 inches long, (averaging not more than 15 inches,) equal to Taft's, selected.....	40 00	per dozen.
1 dozen hand wrenches, assorted.....	4 00	per dozen.
1 dozen slide-key wrenches, 18 to 36 inches long, as required.....	9 00	per dozen.
1,000 pounds sheet zinc, 3 feet wide, Nos. 16 to 20.....	30	per pound.
100 pounds slab zinc.....	30	per pound.

To be delivered as required.

WM. H. ARTHUR. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 18, stationery.

54 dozen India-rubber bands, assorted.....	\$0 50 per dozen.
11 waste-paper baskets, willow.....	1 50 each.
2 alphabetical books, large size, carpenter, per pattern.	25 00 each.
2 6-quire bill books, demy, full bound, commandant *.	12 50 each.
1 3-quire book, 10 by 16 inches, half-bound, ruled per pattern, constructing engineer.....	9 00 each.
3 4-quire books, monthly reports of vessels *	17 50 each.
4 4-quire books, register of shipments, storekeeper * ..	12 00 each.
1 6-quire book, register of contracts, storekeeper * ..	13 50 each.
1 5-quire book, 16 and a half by 21 inches, monthly report of expenditures, bound in cloth, per sample, constructing engineer *	27 50 each.
2 4-quire books, consolidated reports of vessels, naval constructor *	15 00 each.
26 1-quire cap books, half-bound, faint-lined, paged, chief engineer.....	1 20 each.
80 2-quire cap books, half-bound, faint-lined, paged...	1 75 each.
50 3-quire cap books, half-bound, faint-lined, paged...	2 25 each.
74 4-quire cap books, half-bound, faint-lined, paged...	3 00 each.
8 5-quire cap books, half-bound, faint-lined, paged, constructing engineer.....	3 60 each.
46 6-quire cap books, half-bound, faint-lined, paged...	4 50 each.
7 4-quire cap books, full bound, as directed, constructing engineer and chief engineer *	6 00 each.
1 2-quire cash book, half-bound, paymaster *	4 00 each.
72 monthly day books, storekeeper.....	4 00 each.
13 6-quire expenditure books, demy, full bound *	13 50 each.
1 guard book, for register of contracts, storekeeper * ..	9 00 each.
46 guard books, for letters, selected *	4 75 each.
8 6-quire letter books, demy, full bound *	12 50 each.
4 log-books, per pattern, master.....	14 75 each.
382 memorandum books, assorted sizes and patterns....	90 each.
8 memorandum books, gilt-edged, tuck, selected, constructing engineer.....	2 00 each.
741 4-quire muster-roll books, per pattern.....	6 50 each.
1 6-quire general order book, demy, full bound, chief engineer *	12 50 each.
30 4-quire order, receipt, and delivery books, storekeeper *	4 50 each.
2 4-quire order books, half-bound, constructor.....	4 50 each.
2 2-quire pay and receipt-roll books, half-bound, paymaster.....	23 50 each.
6 6-quire pay-roll books, printed and ruled, per sample, clerk of yard *	35 00 each.
8 6-quire receipt books, demy, full-bound, storekeeper *	12 50 each.
2 4-quire receipt books, half-bound, paymaster	8 50 each.
2 4-quire register books, demy, full bound, commandant *	12 50 each.
2 6-quire regulation and time books, printed headings, master *	9 75 each.
28 6-quire requisition books, demy, full bound *	11 80 each.
18 6-quire requisition books, folio post, printed, half-bound, storekeeper.....	12 00 each.
1 reservation book, per sample, storekeeper.....	8 75 each.
474 time-books, calender ruled, per pattern.....	90 each.
4 sand-boxes, hard-wood, commandant.....	50 each.
5 paste brushes.....	75 each.
4 calendars, daily, selected.....	1 00 each.
24 letter-clips, assorted.....	80 each.
16 paper-cutters and folders, tin or ivory, selected....	50 each.
2 dictionaries, Webster's unabridged.....	7 00 each.

* To be labelled and numbered as directed.

2 directories, Brooklyn city, constructing engineer and chief engineer.....	\$4 00 each.
2 directories, New York city, constructing engineer and chief engineer.....	5 00 each.
24,425 self-sealing envelopes, official, assorted sizes and colors, printed per sample, if so required.....	15 50 per M.
24,900 self-sealing envelopes, letter and note, assorted sizes and colors, printed per sample, if so required.....	6 75 per M.
1 dozen pieces ink eraser, Green's, constructing engineer	1 25 per dozen.
3 boxes eyelets.....	90 per box.
6 hook files.....	25 each.
50 ruled forms, for abstract sheets, constructor.....	20 each.
225 ruled forms, for monthly sheets, 75 for chief engineer, 150 for laborer.....	20 each.
7 reams ruled forms, for abstracts, storekeeper.....	22 50 per ream.
17½ reams ruled forms, for monthly sheets, 14½ for pay rolls.....	31 50 per ream.
10 reams ruled forms, for vouchers, storekeeper.....	19 50 per ream.
25 reams ruled and printed forms, for bill-heads, storekeeper.....	12 00 per ream.
2 reams ruled and printed forms, for bills of lading, storekeeper.....	17 50 per ream.
11 reams ruled and printed forms, for daily reports, 9 for constructing engineer, and 2 for chief engineer....	16 75 per ream.
5 reams ruled and printed forms, for invoices, storekeeper.....	19 50 per ream.
48½ reams ruled and printed forms, requisitions for materials.....	15 25 per ream.
4½ reams ruled and printed forms, requisitions for workmen.....	16 00 per ream.
15 reams ruled and printed forms, for vouchers, storekeeper.....	18 25 per ream.
6 reams ruled and printed forms, cap size, constructing engineer.....	13 60 per ream.
15 reams ruled and printed forms, letter size, full sheet, 10 storekeeper, 5 commandant.....	11 00 per ream.
12 reams ruled and printed forms, letter size, half-sheet, 4 constructing engineer, 8 commandant.....	11 00 per ream.
4½ reams ruled and printed forms, calender, same as muster-books, unbound, constructor.....	18 00 per ream.
7 quires ruled and printed forms, for receipts and accounts current, paymaster.....	5 00 per quire.
50 ruled and printed forms, morning report, constructor.	40 each.
400 ruled and printed forms, police reports, master.....	10 each.
200 ruled and printed forms, time reports, master.....	08 each.
(All ruled and printed forms to be per pattern.)	
33 quart bottles Arnold's best writing fluid.....	1 50 each.
3 sponge glasses, with sponge complete, commandant.	1 00 each.
24 pounds gum-arabic, refined.....	1 50 per pound.
31 dozen pieces erasing gum, best, one ounce each.....	1 00 per dozen.
12 dozen bottles, quarts, black ink, equal to Maynard & Noyes's.....	10 00 per dozen.
36 pint bottles carmine ink, Arnold & David's.....	1 75 each.
7 dozen bottles French carmine ink, Guyot & Co.'s....	4 50 per dozen.
40 inkstands, assorted, selected.....	1 00 each.
51 erasing knives, Rodgers's best, ivory and cocoa handles	1 50 each.
5 abstract ledgers, per sample, storekeeper.....	25 50 each.
2 hand eyelet machines, patent, complete, per sample, constructing engineer and chief engineer.....	5 00 each.
97 bottles mucilage, quarts and pints.....	1 25 each.
109 quires blotting paper, treasury, 17 by 24 inches, assorted, to weigh 5 pounds to the quire.....	2 50 per quire.
15 quires blotting paper, thick red.....	60 per quire.
5 reams demy paper, paymaster.....	17 50 per ream.
1 ream legal cap paper, heavy, constructing engineer...	12 00 per ream.

18 $\frac{1}{2}$ reams envelope paper, water-lined, buff or white, as required	\$14 00 per ream.
4 reams folio-post paper, faint-lined, 18 pounds per ream, one-half quire to be ruled per pattern	15 50 per ream.
1 $\frac{1}{2}$ ream cap paper, printed and ruled, per pattern	15 00 per ream.
3 reams cap paper, extra heavy, regulation ruled	14 00 per ream.
27 $\frac{1}{2}$ reams official cap paper, white, 13 $\frac{1}{2}$ by 16 $\frac{1}{2}$ inches, weighing 16 pounds to the ream, of pure linen stock, stop ruled, with 24 blue lines on first and third pages only, leaving 1 inch margin back and front, top and bottom, per sample	13 50 per ream.
89 $\frac{1}{2}$ reams cap paper, faint-lined, heavy, wide-ruled	9 50 per ream.
58 reams letter paper, faint-lined, wide-ruled, 12 pounds per ream	9 00 per ream.
2 $\frac{1}{10}$ reams log paper	18 00 per ream.
47 reams note paper, faint-lined, wide-ruled, 5 pounds per ream	7 50 per ream.
(The above paper to have neatly printed headings, if so required.)	
3 reams transfer paper, storekeeper	15 00 per ream.
1 $\frac{1}{16}$ ream manilla wrapping paper, 24 by 36 inches, 55 pounds per ream	14 00 per ream.
17 $\frac{3}{4}$ gross black lead pencils, Faber's best, round, assorted numbers	18 00 per gross.
6 $\frac{1}{2}$ gross black lead pencils, Faber's best, hexagon, assorted numbers	24 75 per gross.
2 dozen black lead pencils, for marking lumber, per sample, constructor	3 50 per dozen.
15 dozen carpenters' pencils, No. 2, constructor	4 00 per dozen.
9 dozen red and blue pencils, best, assorted	4 00 per dozen.
2, 224 slate pencils, white soapstone	50 per 100.
24 penholders, with gold nibs, large, to be selected	5 00 each.
44 dozen penholders, assorted, to suit pens	75 per dozen.
47 penknives, 4 blades, equal to Rodgers's best	4 50 each.
97 gross steel pens, barrel and nib, assorted, as required or selected	4 00 per gross.
5 dozen papers pins, solid heads, assorted	1 00 per dozen.
1 embossing press, complete, to order, constructing engineer	22 50 each.
400 swan quills, No. 80	5 00 per 100.
6 pieces vulcanized rubber, paymaster	20 each.
16 dozen half-pint papers black sand	1 50 per dozen.
6 pairs scissors, large size, for cutting paper	2 75 per pair.
1 pound sealingwax, scarlet, paymaster	2 50 per pound.
1, 000 sheets pay-rolls, for mechanics' and laborers', clerk of yard	15 per sheet.
1, 000 sheets for monthly pay-rolls, per pattern, clerk of yard	18 per sheet.
8 log-slates, double, large size, hardware frames	2 50 each.
10 slates, framed, 10 by 14 inches	38 each.
1 porcelain slate, large size, constructor	3 00 each.
2 pounds fine Turkey sponge, large pieces	17 00 per pound.
25 dozen pieces red tape, assorted	1 00 per dozen.
62 rolls silk taste, colors as required	80 each.
13, 500 printed tickets, storekeeper and clerk of yard	10 00 per M.
38 cut-glass tumblers, half pints, best quality	60 each.
12 balls linen twine, assorted colors, 8 ounces each	60 each.
12 paper weights, assorted, storekeeper	1 25 each.

Drawing materials and instruments.

1 pair balances, to weigh grains, avoirdupois, selected, constructing engineer	94 00 per pair
2 guard books, for drawings, 31 by 52 inches, with strings, chief engineer	22 50 each.
1 guard book, for drawings, 42 by 48 inches, 6 inches thick, chief engineer	32 50 each.
24 sketch books, selected	2 00 each.

6 solid sketch books, small, selected, constructing engineer.....	\$3 50 each.
2 sets, 3 pieces each, spring bows, 3-inch, selected.....	7 50 each.
1 ounce pure carmine, in powder, constructing engineer.....	6 00 per ounce.
24 rolls best tracing-cloth or vellum, English or French, each 24 yards long, of the greatest width made, per sample.....	45 00 per roll.
24 cakes illuminating colors, Winsor & Newton's best, selected, constructing engineer.....	2 75 per cake.
30 pots moist colors, Winsor & Newton's best, selected..	2 75 each.
72 cakes water colors, Winsor & Newton's best, selected..	2 75 each.
1 box Winsor & Newton's water colors, 24 whole cakes, with lock and drawer, ink slab, &c., complete, selected, constructing engineer.....	34 50 per box.
2 beam compasses, German silver, complete, per sample, constructor and constructing engineer.....	37 50 each.
2 pairs compasses, German silver, double-jointed, 6-inch, with pencils, pen, wheel, and needle-point legs, complete, constructor and constructing engineer.....	27 50 per pair.
2 sets French curves, 6 pieces each, selected, constructing engineer.....	9 50 per set.
1 pair dividers, German silver, 4½-inch, constructing engineer.....	2 50 per pair.
2 pairs hair-spring dividers, German silver, 5-inch.....	7 50 per pair.
6 feather dusters, for drawings, &c., large size.....	2 50 each.
3 pounds best white bonnet glue, constructing engineer.....	1 25 per pound.
5 hones for sharpening instruments, Scotch.....	2 25 each.
12 bottles indelible liquid brown ink, Winsor & Newton's, constructing engineer.....	1 75 each.
18 pieces India ink, best, 2 ounces each.....	1 50 each.
242 sheets antiquarian drawing paper, Whatman's, hot or cold pressed, as required.....	3 25 per sheet.
295 sheets double elephant drawing paper, Whatman's, hot or cold pressed, as required.....	80 per sheet.
108 sheets imperial drawing paper, Whatman's, hot or cold pressed, as required.....	60 per sheet.
600 sheets drawing paper, American, French, or German, to be selected.....	1 00 per sheet.
1 roll continuous colossal drawing paper, No. A, 24 yards long, of the greatest width made, constructor.....	32 50 per roll.
½ ream wove imperial paper, extra heavy, selected, constructing engineer.....	56 00 per ream.
2 rolls manilla paper, 40 inches wide, 30 to 40 pounds each, selected, say 75 pounds, constructing engineer.....	20 00 per roll.
1 ream manilla paper, 36 by 48 inches, 110 pounds per ream, constructing engineer.....	32 50 per ream.
410 sheets double elephant tracing paper, double clarified..	40 per sheet.
72 sheets French tracing paper, per sample, constructor..	50 per sheet.
9 dozen pencils, assorted.....	2 00 per dozen.
54 dozen black lead pencils, Faber's hexagon, HH to HHHHHH.....	3 50 per dozen.
6 dozen camel's hair pencils, assorted, constructing engineer.....	2 00 per dozen.
32 dozen black sable pencils, assorted, selected.....	10 50 per dozen.
1 gross crow-quill pens, on cards, Gillott's, constructing engineer.....	16 00 per gross.
5½ gross mapping or drawing pens, best, to be selected..	16 00 per gross.
14 right-line drawing pens, German silver, jointed, ivory handles.....	3 50 each.
1 bow pen, German silver, double-jointed, needle points, constructing engineer.....	5 75 each.
1 bow pencil, German silver, double-jointed, needle points.....	5 75 each.
2 gross drawing pins or tacks, German silver, assorted..	15 00 per gross.
2 portfolios, for drawings, as directed, chief engineer..	16 50 each.

1 protractor, 6-inch, full circle, German silver, to order, constructing engineer	\$24 00 each.
7 ivory rules, double-jointed, 2-foot, marked to order ..	12 50 each.
5 nests color saucers, ground together, 3 to 4 inch	3 00 per nest.
3 flat boxwood scales, 24-inch, marked to order, constructing engineer	6 00 each.
2 triangular boxwood scales, 12-inch, selected, constructing engineer	4 00 each.
2 triangular scales, standard, 18-inch, marked to order, constructor	5 75 each.
3 ivory scales, architects', 12-inch, constructing engineer	9 00 each.
6 ivory scales, marked to order, constructor	7 25 each.
1 set paper scales, 18 pieces, constructor	19 00 per set.
3 chamois skins, for instruments, soft	1 25 each.
All stationery to be first class and per samples; when samples are not furnished, to be selected.	
All drawing materials and instruments to be of the very best quality and manufacture, and selected by those using them.	
All to be delivered as required.	

JOSEPH LEVY. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 20, hay and straw.

100 tons, 2,240 pounds each, first quality loose timothy hay ..	\$55 90 per ton.
8 tons, 2,240 pounds each, straw in bundles of three pounds or over	32 00 per ton.
To be delivered as required.	

WM. M. SHIPMAN. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 21, provender.

100,000 pounds ground feed	\$0 03 per pound.
100,000 pounds Indian meal	03 per pound.
400 pounds oil meal	01½ per pound.
2,000 bushels oats, 32 pounds to the bushel	95 per bushel.
6 sacks salt	2 50 each.
600 bushels shipstuff	10 per bushel.
To be delivered as required.	

EDWARD FOX. DATE OF CONTRACT, OCTOBER 15, 1864.

Class No. 22, charcoal.

10,000 bushels hard-wood charcoal	\$0 34 per bushel.
12 bushels pulverized charcoal	1 10 per bushel.
25 bushels pulverized sea coal	84 per bushel.
To be delivered as required.	

S. S. VANDERHOEF. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 23, belting, packing, and hose.

250 feet 12-inch single leather belting, oak-tanned, machine-stretched, and riveted	\$1 62 per foot.
250 feet 11-inch single leather belting, oak-tanned, machine-stretched, and riveted	1 46 per foot.
250 feet 10-inch single leather belting, oak-tanned, machine-stretched, and riveted	1 32 per foot.
250 feet 9-inch single leather belting, oak-tanned, machine-stretched, and riveted	1 17 per foot.
250 feet 8-inch single leather belting, oak-tanned, machine-stretched, and riveted	1 02 per foot.
250 feet 7-inch single leather belting, oak-tanned, machine-stretched, and riveted	87 per foot.
880 feet 6-inch single leather belting, oak-tanned, machine-stretched, and riveted	74 per foot.

400 feet 5-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	\$0 61 per foot
950 feet 4-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	48 per foot
300 feet 3½-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	42 per foot.
1, 200 feet 3-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	36 per foot.
1, 100 feet 2½-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	30 per foot.
1, 000 feet 2-inch single leather belting, oak-tanned, machine-stretched, and riveted.....	24 per foot.
100 feet 18-inch double leather belting, oak-tanned, machine-stretched, and riveted.....	5 36 per foot.
300 feet 12-inch double leather belting, oak-tanned, machine-stretched, and riveted.....	3 24 per foot.
200 feet 10-inch double leather belting, oak-tanned, machine-stretched, and riveted.....	2 64 per foot.
300 feet 8 inch double leather belting, oak-tanned, machine-stretched, and riveted.....	2 04 per foot.
450 feet 6-inch double leather belting, oak tanned, machine-stretched, and riveted.....	1 48 per foot.
350 feet 5 inch double leather belting, oak-tanned, machine-stretched, and riveted.....	1 22 per foot.
150 feet 4-inch double leather belting, oak-tanned, machine-stretched, and riveted.....	96 per foot.
100 feet 4-inch double leather belting, white-oak tanned....	96 per foot.
100 feet 3½-inch double leather belting, white-oak tanned....	84 per foot.
100 feet 3 inch single leather belting, white-oak tanned....	36 per foot.
100 feet 2½ inch single leather belting, white-oak tanned....	30 per foot.
100 feet 2-inch single leather belting, white-oak tanned....	24 per foot.
100 feet 1½-inch single leather belting, white-oak tanned....	15 per foot.
150 feet India-rubber leading hose, 1-inch, 3-ply, with brass couplings complete, constructing engineer.....	70 per foot.
1, 200 feet leather leading hose, 3-inch, yard size, with Lawton & Bliss's couplings to fit fire-engines and hydrants in the yard.....	1 90 per foot.
6 lengths leather suction hose, yard size, 6-inch, with couplings complete to fit yard engines, master.....	125 00 per length..
50 sides bellows leather, not less than 5 pounds each, master.	5 50 each.
8 sides breeching leather, white-oak tanned, laborer.....	6 00 each.
2 sides patent dash leather, laborer.....	10 00 each.
1 side patent leather, for cart saddles, laborer.....	12 00 each.
12 sides fly-net leather, white-oak tanned, laborer.....	6 00 each.
500 pounds harness leather, white-oak tanned, laborer.....	65 per pound.
556 pounds hose leather, best white-oak tanned.....	65 per pound.
39 sides lacing leather, best white-oak tanned, per sample.	4 00 each.
200 pounds pump leather, best white-oak tanned, master....	65 per pound.
350 pounds metallic packing, equal to Martin's patent, selected.	1 75 per pound.
75 pounds round rubber packing, with duck outside, three-eighths to seven-eighths inch diameter, constructing engineer.....	1 75 per pound.
200 pounds sheet rubber packing, with cloth insertion, 1-sixteenth to 4-sixteenths inch thick, constructing engineer.....	1 50 per pound.
200 pounds sheet rubber packing, without cloth insertion, three-fourths to 1 inch thick, constructing engineer....	1 75 per pound.
1 side raw hide, one-fourth-inch thick, for scroll saw straps.	10 00 each.
300 pounds valve rubber, five-eighths to seven-eighths inch, pure gum, constructing engineer.....	1 75 per pound.
8 chamois skins, large size.....	1 00 each.
12 sheep-skins, large size, laborer.....	4 00 each.
150 feet India-rubber tubing, three-eighths inch diameter, constructing engineer.....	26 per foot.

200 feet India-rubber tubing, one-half inch diameter, constructing engineer.....	\$0 33 per foot.
150 feet India-rubber tubing, five-eighths inch diameter, constructing engineer.....	40 per foot.
48 valves, pure rubber, per sample, about 850 pounds, chief engineer.....	1 75 per pound.
To be delivered as required.	

JOHN J. BINGHAM. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 24, sperm and lubricating oils.

1,976 gallons lard oil, best quality.....	\$2 00 per gallon.
123 gallons neat's-foot oil, best quality.....	1 50 per gallon.
1,000 gallons pure winter-strained sperm oil, best quality, subject to the usual yard tests, viz: by specific gravity, by burning, and others, if necessary.....	2 95 per gallon.

To be delivered as required, in suitable and tight barrels.

FELIX CAMPBELL. DATE OF CONTRACT, OCTOBER 18, 1864.

Class No. 25, iron work, piping, &c.

100 return bends, $\frac{3}{4}$ -inch, for box coils.....	\$0 50 each.
10 gas brackets, 2 burners each, with globes complete, and strong, for large engine-room, selected.....	12 50 each.
30 bronzed brackets, cast, with 2 swing joints.....	3 00 each.
25 brackets, single swing, heavy and plain.....	2 50 each.
25 brackets, double swing, heavy and plain.....	3 00 each.
4 dozen brass burners, 5-foot, for street lamps.....	5 00 per dozen.
6 Argand burners, brass.....	3 00 each.
2 gross gas-burners, selected.....	10 00 per gross.
1,000 bushings, from $\frac{3}{8}$ to 2 inch, as required.....	60 each.
10 pounds gas-fitters' cement.....	2 00 per pound.
12 Argand chimneys, glass.....	1 25 each.
50 gas bracket cocks, heavy, $\frac{1}{8}$ -inch.....	2 00 each.
60 gas bracket cocks, heavy, $\frac{3}{8}$ -inch.....	2 50 each.
60 gas bracket cocks, heavy, $\frac{3}{4}$ by $\frac{1}{8}$ inch.....	4 00 each.
60 gas cocks, steam metal, $\frac{1}{4}$ and $\frac{3}{8}$ inch.....	3 00 each.
4 gas cocks, brass, $1\frac{1}{2}$ -inch.....	12 00 each.
4 gas cocks, brass, $1\frac{1}{4}$ -inch.....	10 00 each.
8 gas cocks, brass, 1-inch.....	8 50 each.
10 gas cocks, brass, $\frac{3}{4}$ -inch.....	4 50 each.
12 gas cocks, brass, $\frac{1}{2}$ -inch.....	3 00 each.
2 gas meter cocks, 2-inch.....	20 00 each.
100 gas pendant cocks, plain, $\frac{1}{4}$ by $\frac{1}{8}$ inch.....	3 00 each.
50 gas pendant cocks, plain, $\frac{1}{8}$ -inch.....	3 00 each.
25 service cocks, brass, $\frac{1}{2}$ to $\frac{3}{4}$ inch.....	4 00 each.
6 heating coils, with iron casings and marble slab complete, similar to those in armory at yard.....	75 00 each.
600 iron couplings, right and left hand, sizes as required.....	75 each.
100 drop elbows, $\frac{3}{8}$ -inch.....	40 each.
180 cast-iron elbows, $\frac{1}{2}$ -inch.....	50 each.
175 cast-iron elbows, $\frac{3}{4}$ -inch.....	62 each.
300 cast-iron elbows, 1-inch.....	72 each.
150 cast-iron elbows, $1\frac{1}{4}$ -inch.....	82 each.
150 cast-iron elbows, $1\frac{1}{2}$ -inch.....	1 00 each.
140 cast-iron elbows, 2-inch.....	1 75 each.
20 cast-iron elbows, 3-inch.....	4 00 each.
25 galvanized iron elbows, not to exceed $1\frac{1}{2}$ -inch.....	1 00 each.
250 pounds iron flanges, tapped to fit pipes, $\frac{1}{2}$ to 3 inch.....	20 per pound.
1 heater, for $\frac{3}{4}$ -inch pipe, complete.....	30 00 each.
1 heater, for 1-inch pipe, complete.....	40 00 each.
8 expansion joints, steam metal, for 1-inch pipe.....	8 00 each.

6 expansion joints, steam metal, for 2-inch pipe, extra lengths.....	\$15 00 each.
150 swing joints, for $\frac{1}{8}$ -inch pipe.....	1 50 each.
6 gas lanterns, to be selected.....	4 00 each.
150 nipples, wrought-iron, extra, as required or selected.....	80 each.
200 lock nuts, assorted sizes.....	80 each.
20 heavy gas pendants, plain, selected.....	4 00 each.
25 heavy gas pendants, plain, with rubber swing, selected.....	6 00 each.
4 dozen pillars, for gas tips.....	1 50 per dozen.
200 feet galvanized iron pipe, $\frac{1}{8}$ -inch, with couplings.....	50 per foot.
200 feet galvanized iron pipe, $\frac{3}{4}$ -inch, with couplings.....	60 per foot.
200 feet galvanized iron pipe, 1-inch, with couplings.....	75 per foot.
100 feet galvanized iron pipe, $1\frac{1}{4}$ -inch, with couplings.....	1 00 per foot.
100 feet galvanized iron pipe, $1\frac{1}{2}$ -inch, with couplings.....	1 30 per foot.
200 feet galvanized iron pipe, 2-inch, with couplings.....	1 80 per foot.
600 feet wrought-iron gas pipe, $\frac{1}{8}$ -inch, with couplings.....	21 per foot.
800 feet wrought-iron gas pipe, $\frac{1}{4}$ -inch, with couplings.....	22 per foot.
1,400 feet wrought-iron gas pipe, $\frac{3}{8}$ inch, with couplings.....	27 per foot.
1,200 feet wrought-iron pipe, $\frac{1}{2}$ -inch, with couplings.....	31 per foot.
1,800 feet wrought-iron pipe, $\frac{3}{4}$ -inch, with couplings.....	41 per foot.
8,900 feet wrought-iron pipe, 1-inch, with couplings.....	50 per foot.
1,250 feet wrought-iron pipe, $1\frac{1}{4}$ -inch, with couplings.....	75 per foot.
1,000 feet wrought-iron pipe, $1\frac{1}{2}$ -inch, with couplings.....	1 00 per foot.
900 feet wrought-iron pipe, 2-inch, with couplings.....	1 50 per foot.
200 feet wrought-iron pipe, 3-inch, with couplings.....	3 50 per foot.
(The wrought-iron pipe to be cut as directed.)	
150 hook plates, from 2 to 6 pipes high.....	20 each.
50 cast-iron plugs, $\frac{3}{4}$, 1, and $1\frac{1}{2}$ inch.....	30 each.
40 cast-iron plugs, $1\frac{1}{2}$, 2, and 3 inch.....	1 00 each.
4 gas posts, with lamps, per sample.....	12 00 each.
60 reducers, brass, $\frac{3}{8}$ and $\frac{1}{2}$ inch, as required.....	20 each.
4 gas shades, metallic, selected.....	1 50 each.
2 gas stands, portable, with flexible tube, brass wire body, complete, selected.....	8 00 each.
200 tees, galvanized iron, not to exceed $1\frac{1}{2}$ -inch.....	1 00 each.
575 tees, cast-iron, sizes as required or selected.....	1 00 each.
100 branch tees, 2 to 4 way, 1-inch.....	1 50 each.
500 drop tees, $\frac{3}{8}$ to 2 inch, selected.....	50 each.
200 reducing tees, $\frac{3}{8}$ to 2 inch, selected.....	50 each.
6 dozen Scotch tips, 4 and 5 foot, burners.....	50 per dozen.
48 lineal feet flexible tube, for gas stands, with wire body, very best quality.....	1 00 per foot.
12 unions, brass, $\frac{1}{2}$ -inch.....	1 00 each.
12 unions, brass, $\frac{3}{4}$ -inch.....	1 50 each.
10 unions, brass, 1-inch.....	2 00 each.
8 unions, brass, $1\frac{1}{4}$ -inch.....	2 50 each.
8 unions, iron, 1-inch.....	1 00 each.
6 unions, iron, 2-inch.....	2 50 each.
25 check valves, $\frac{1}{2}$ -inch.....	3 00 each.
25 check valves, 1-inch.....	5 00 each.
20 check valves, angle and line, $\frac{1}{2}$ to 1 inch.....	4 00 each.
20 globe valves, brass, $\frac{1}{2}$ -inch.....	2 95 each.
20 globe valves, brass, $\frac{3}{4}$ -inch.....	4 00 each.
38 globe valves, brass, 1-inch.....	5 80 each.
14 globe valves, brass, $1\frac{1}{4}$ -inch.....	8 50 each.
10 globe valves, brass, $1\frac{1}{2}$ -inch.....	11 00 each.
10 globe valves, brass, 2-inch.....	16 30 each.
2 globe valves, brass, 3-inch, flanged.....	60 00 each.
3 safety valves, $1\frac{1}{2}$ to 2 inch, flanged, if so required....	40 00 each.
2 stop and throttle valves, $1\frac{1}{2}$ -inch.....	25 00 each.

To be delivered as required.

STEVENS BROTHERS & Co. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 16, augers.

1 set hollow augers, half to one and a quarter-inch, 7 pieces, with bolts to suit, constructing engineer.....	\$18 00	per set.
5 dozen ship augers, without screws, six-sixteenths-inch..	5 62½	per dozen.
2 dozen ship augers, without screws, seven sixteenths-inch	6 56	per dozen.
10 dozen ship augers, without screws, eight-sixteenths-inch	7 50	per dozen.
16 dozen ship augers, without screws, nine-sixteenths-inch	8 44	per dozen.
15 dozen ship augers, without screws, ten-sixteenths-inch..	9 40	per dozen.
36 dozen ship augers, without screws, eleven-sixteenths-inch	10 35	per dozen.
17½ dozen ship augers, without screws, twelve-sixteenths-inch	11 25	per dozen.
40½ dozen ship augers, without screws, thirteen-sixteenths-inch	12 19	per dozen.
17½ dozen ship augers, without screws, fourteen-sixteenths-inch	13 13	per dozen.
30 dozen ship augers, without screws, fifteen-sixteenths-inch	14 07	per dozen.
12 dozen ship augers, without screws, sixteen-sixteenths-inch	15 00	per dozen.
30 dozen ship augers, without screws, seventeen sixteenths-inch	15 94	per dozen.
12 dozen ship augers, without screws, eighteen-sixteenths-inch	16 87½	per dozen.
20 dozen ship augers, without screws, nineteen-sixteenths-inch	17 81½	per dozen.
12 dozen ship augers, without screws, twenty-sixteenths-inch	18 75	per dozen.
10 dozen ship augers, without screws, twenty-one-sixteenths-inch	19 69	per dozen.
10 dozen ship augers, without screws, twenty-two-sixteenths-inch	20 62½	per dozen.
10 dozen ship augers, without screws, twenty-three-sixteenths-inch	21 56½	per dozen.
10 dozen ship augers, without screws, twenty-four-sixteenths-inch	22 50	per dozen.
10 dozen ship augers, without screws, twenty-five-sixteenths-inch	23 44	per dozen.
7 dozen ship augers, without screws, twenty-six-sixteenths-inch	24 38	per dozen.
5 dozen ship augers, without screws, twenty-seven-sixteenths-inch	25 32	per dozen.
5 dozen ship augers, without screws, twenty-eight-sixteenths-inch	26 25	per dozen.
4 dozen ship augers, without screws, twenty-nine-sixteenths-inch	27 19	per dozen.
3 dozen ship augers, without screws, thirty-sixteenths-inch	28 12	per dozen.
3 dozen ship augers, without screws, thirty-one sixteenths-inch	29 06	per dozen.
2 dozen ship augers, without screws, thirty-two-sixteenths-inch	30 00	per dozen.
2 dozen ship augers, without screws, thirty-three-sixteenths-inch	42 00	per dozen.
2 dozen ship augers, without screws, thirty-four-sixteenths-inch	45 00	per dozen.
2 dozen ship augers, without screws, thirty-five-sixteenths-inch	48 00	per dozen.
2 dozen ship augers, without screws, thirty-six-sixteenths-inch	51 00	per dozen.
2 dozen ship augers, without screws, thirty-eight sixteenths-inch	54 00	per dozen.
1 dozen ship augers, without screws, forty-sixteenths-inch	60 00	per dozen.
1 dozen ship augers, without screws, forty-two-sixteenths-inch	71 25	per dozen.
¼ dozen ship augers, without screws, forty-four-sixteenths-inch	82 80	per dozen.

10 dozen ship augers, with screws, nine-sixteenths-inch----	\$8 44	per dozen.
11 dozen ship augers, with screws, ten sixteenths inch----	9 40	per dozen.
10 dozen ship augers, with screws, eleven-sixteenths-inch--	10 35	per dozen.
11 dozen ship augers, with screws, twelve-sixteenths-inch--	11 25	per dozen.
10 dozen ship augers, with screws, thirteen-sixteenths-inch-	12 19	per dozen.
11 dozen ship augers, with screws, fourteen-sixteenths-inch-	13 13	per dozen.
5½ dozen ship augers, with screws, fifteen-sixteenths-inch--	14 07	per dozen.
6½ dozen ship augers, with screws, sixteen-sixteenths-inch--	15 00	per dozen.
½ dozen ship augers, with screws, seventeen sixteenths-inch	15 94	per dozen.
6½ dozen ship augers, with screws, eighteen-sixteenths-inch	16 87½	per dozen.
6½ dozen ship augers, with screws, twenty-sixteenths-inch--	18 75	per dozen.
1 dozen ship augers, with screws, twenty-two-sixteenths-inch-----	20 62	per dozen.
1 dozen ship augers, with screws, twenty-four-sixteenths-inch-----	22 50	per dozen.
2 dozen ship augers, with screws, twenty-eight-sixteenths-inch-----	26 25	per dozen.
1 dozen ship augers, with screws, thirty-two-sixteenths-inch-----	30 00	per dozen.
97 screw augers, with graduated screw, one and a half to three-inch-----	1 50	each.
1 set double-lipped worm augers, half to 2-inch, 13 pieces	13 25	per set
125 auger bits, shank 12 inches long, three-sixteenths to six-sixteenths-inch-----	75	each.
100 auger bits, with screw, half to 2-inch, per sample-----	1 31	each.
16 auger bits, without screw, one and a quarter to one and a half-inch, per sample-----	1 71	each.
10 dozen plug bits, twelve-sixteenths-inch-----	10 80	per dozen.
15 dozen plug bits, fourteen-sixteenths-inch-----	12 60	per dozen.
10 dozen plug bits, sixteen-sixteenths-inch-----	14 50	per dozen.
30 dozen plug bits, half to one and half-inch, assorted, best quality, joiner-----	14 50	per dozen.
50 pod bits, three-sixteenths to four-sixteenths-inch-----	40	each.
90 spoon bits, two-sixteenths to six-sixteenths-inch-----	40	each.
To be delivered as required.		

A. R. BASS. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 27, anthracite coal.

4,000 tons (2,240 pounds each) Black Heath or Locust Mountain anthracite coal, screened for steam boilers----	\$11 35	per ton.
400 tons (2,240 pounds each) Black Heath anthracite coal, for brass furnaces-----	11 35	per ton.
600 tons (2,240 pounds each) Lehigh Sugar-loaf coal, lump, screened for foundry use-----	11 95	per ton.
600 tons (2,240 pounds each) anthracite coal, egg size, for stove and grate use, best quality-----	11 50	per ton.
12 tons (2,240 pounds each) Black Heath coal, egg size, best quality-----	11 00	per ton.

All of the above coal to be of the best quality of its kind, delivered as required, placed by the contractor in carts provided by the government, and the quantity delivered paid for by the weight of the navy yard scales.

A. R. BASS. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 30, semi-bituminous Broad-Top coal.

100 tons (2,240 pounds each) Broad Top coal, the run of the mines, for smithery, best quality-----	\$12 80	per ton.
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To be delivered as required, placed by the contractor in carts provided by the government, and the quantity delivered paid for by the weight of the navy yard scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 31, copper and composition nails.

300 pounds round bolt copper, size as required, constructing engineer	\$0 65	per pound.
500 pounds ingot copper, constructing engineer	65	per pound.
800 pounds braziers' copper, thickness as required, constructing engineer	70	per pound.
1,900 pounds 20-ounce copper for gutters, in such sized sheets as are required, constructing engineer	70	per pound.
3,500 pounds slaters' nails, composition, 4d., constructing engineer	60	per pound.
To be delivered as required.		

JACOB S. WORTMAN. DATE OF CONTRACT, OCTOBER 6, 1864.

Class A, fire-truck, &c.

1 fire truck, with ladders, hooks, lanterns, axes, and bars, complete, per sample	\$1,520 00	complete.
1 four-wheel tender, for steam fire-engine, per sample	1,230 00	complete.
To be delivered as required.		

Schedule of materials required at the United States navy yard, Philadelphia, Pa., for the year ending June 30, 1865.

FREEMAN ORNE. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 1, bricks.

10,000 paving bricks	\$12 00	per M.
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The whole to be delivered on or before the 1st of December next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 2, stone.

25 perches best building stone	\$2 50	per perch.
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The whole to be delivered on or before the 1st of December next, unless earlier required, with a notice of twelve days.

RICHARD DUNBAR. DATE OF CONTRACT, NOVEMBER 4, 1864.

Class No. 4, yellow pine timber.

30 pieces yellow pine, 46 feet long, 11 by 11 inches, 13,915 board feet ;	
20 pieces yellow pine, 48 feet long, 16 by 11 inches, 14,080 board feet ;	
50 pieces yellow pine, 29 feet long, 7 by 8 inches, 6,767 board feet ;	
10 pieces yellow pine, 35 feet long, 8 by 8 inches, 1,867 board feet ;	
20 pieces yellow pine, 66 feet long, 17 by 11 inches, 20,570 board feet ;	
3 pieces yellow pine, 50 feet long, 13 by 5 inches, 813 board feet ;	
3 pieces yellow pine, 55 feet long, 14 by 15 inches, 2,888 board feet ;	
2 pieces yellow pine, 27 feet long, 7 by 7 inches, 220 board feet ;	

2 pieces yellow pine, 16 feet long, 14 by 7 inches, 262 board feet ;	
2 pieces yellow pine, 21 feet long, 7 by 7 inches, 171 board feet ;	
The whole to contain 61,553 board feet.....	\$80 00 per M feet.
5,000 board feet yellow pine plank, 35 feet long, 12 inches wide, 5 inches thick.....	80 00 per M feet.
4,000 board feet yellow pine plank, 40 feet long, 16 inches wide, 5 inches thick.....	80 00 per M feet.
9,000 board feet yellow pine plank, 35 to 40 feet long, 12½ inches wide, and 3½ inches thick.....	80 00 per M feet.

All of the above to be of the best quality yellow pine, fine grain, free from sap, knots, and other defects, and to be sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st of February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

RICHARD DUNBAR. DATE OF CONTRACT, NOVEMBER 5, 1864.

Class No. 5, oak and hard wood.

2,500 board feet white-oak logs, 16 feet long, 12 inches square	\$85 00 per M feet.
4 pieces white oak, 46 feet long, 18 by 16½ inches, 4,677 board feet ;	
3 pieces white oak, 55 feet long, 15 by 17 inches, 3,506 board feet ;	
10 pieces white oak, 31 feet long, 10 by 13 inches, 3,358 board feet ;	
40 pieces white oak, 46 feet long, 12 by 12 inches, 22,080 board feet ;	
5 pieces white oak, 24 feet long, 17 by 18 inches, 3,060 board feet ;	
4 pieces white oak, 29 feet long, 16 by 16 inches, 5,947 board feet ;	
10 pieces white oak, 30 feet long, 3 by 12 inches, 900 board feet ;	
52 pieces white oak, 12 feet 6 inches long, 4 by 5 inches, 1,083 board feet ;	
52 pieces white oak, 8 feet 6 inches long, 4 by 5 inches, 737 board feet ;	
To contain 45,348 board feet.....	85 00 per M feet.
1,200 board feet white-oak plank, 16 by 20 feet long, 4 by 8 inches	85 00 per M feet.
1,260 board feet white-oak plank, 42 feet long, 4 by 6 inches, 15 pieces	85 00 per M feet.
1,380 board feet white-oak plank, 30 feet long, 4 by 6 inches, 23 pieces	85 00 per M feet.
800 board feet 1-inch straight-grained seasoned white-ash boards	95 00 per M feet.
1,500 board feet 2-inch straight-grained seasoned white-ash plank.....	95 00 per M feet.
1,500 pieces hickory, split from butt cuts, 3 feet long, 4 inches wide, 1½ inch thick, clear of sap.....	1,000 00 per M pieces.
1,500 pieces hickory, split from butt cuts, 3 feet long, 3 to 6 inches wide, 1½ inch thick, clear of sap.....	1,000 00 per M pieces.
15 pieces hickory, 7 feet long, 7 by 10 inches, 612 board feet	125 00 per M feet.
300 sledge-handles, hickory, sample at yard	50 each.
200 hammer handles, hickory, sample at yard.....	25 each.
300 tool-handles, hickory, sample at yard.....	25 each.
1 ton (2,240 pounds) lignumvitæ, St. Domingo, 6 to 16 inches diameter, not less than 3 feet long.....	250 00 per ton.

The above must be of the best material, free from sap and other defects, and the timber, plank, and boards sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

FREEMAN ORNE. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

10,000 board feet 1-inch white-pine boards.....	\$40 00 per M feet.
14,000 board feet 1-inch 1st common white-pine boards....	60 00 per M feet.
10,000 board feet 1½-inch 1st common white-pine plank....	60 00 per M feet.
18,000 board feet 2-inch 1st common white-pine plank.....	60 00 per M feet.
5,000 board feet 3-inch 1st common white-pine plank.....	60 00 per M feet.
25,000 board feet 1-inch 2d common white-pine boards....	50 00 per M feet.
5,000 board feet 1½-inch 2d common white-pine plank....	50 00 per M feet.
5,000 board feet 2-inch 2d common white-pine plank.....	50 00 per M feet.
15,000 board feet 1 inch 3d common white-pine boards....	40 00 per M feet.
5,000 board feet 1½ inch 3d common white-pine plank....	40 00 per M feet.
5,000 board feet 2-inch 3d common white-pine plank.....	40 00 per M feet.
15,000 board feet 3-inch 3d common white-pine plank.....	40 00 per M feet.
10,600 board feet 3-inch 3d common white-pine plank, 42 feet long.....	40 00 per M feet.
26,200 board feet 3-inch 3d common white-pine plank, 16 feet long.....	40 00 per M feet.
33,000 board feet 3d common white pine, 46 feet long, 3 by 12 inches.....	40 00 per M feet.
13,800 board feet 3d common white pine, 42 feet long, 3 by 12 inches.....	40 00 per M feet.

Must be of the best quality seasoned stuff, free from knots, shakes, splits, and other defects, and to be sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

WILLIAM F. SIMES & SON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 7, lime, hair, and plaster.

110 bushels wood-burnt lime.....	\$0 35 per bushel.
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The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 9, gravel and sand.

20 one-horse cart loads building sand.....	\$2 50 per load.
40 two-horse cart loads screened gravel.....	2 50 per load.

The whole to be delivered on or before the 1st December next; unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 11, iron, iron spikes, and nails.

2,000 pounds hand-made wrought iron spikes, 6 inches....	\$0 15 per pound.
100 pounds iron cut nails, 4d.....	10½ per pound.
500 pounds iron cut nails, 6d.....	10½ per pound.
1,200 pounds iron cut nails, 8d.....	10½ per pound.
1,400 pounds iron cut nails, 10d.....	10½ per pound.
1,000 pounds iron cut nails, 12d.....	10½ per pound.
700 pounds iron cut nails, 20d.....	10½ per pound.
100 pounds iron cut nails, 30d.....	10½ per pound.
100 pounds iron cut nails, 40d.....	10½ per pound.

300 pounds iron boat nails	\$25 per pound.
225 pounds iron wrought nails, 6d	12 per pound.
100 pounds iron wrought nails, 8d	12 per pound.
325 pounds iron wrought nails, 10d	12 per pound.
325 pounds iron wrought nails, 12d	12 per pound.
305 pounds iron wrought nails, 20d	12 per pound.
50 pounds ox shoe nails	65 per pound.
50 pounds horseshoe nails	65 per pound.
50 pounds iron finishing nails, $\frac{1}{2}$ to 2 inches	18 per pound.
8,000 pounds flat iron, 1 to 6 inches wide, by $\frac{1}{4}$ to 2 inches thick, assorted sizes	11 per pound.
2,000 pounds flat hammered iron, $3\frac{1}{2}$ by $\frac{3}{4}$ inch	11 per pound.
2,000 pounds flat hammered iron, 4 by 1 inch	11 per pound.
4,000 pounds square iron, $\frac{1}{4}$ to 2 inches	11 per pound.
4,500 pounds square iron, $\frac{7}{16}$ to $\frac{1}{2}$ inch	11 per pound.
3,000 pounds round iron, $\frac{3}{4}$ to 1 inch	11 per pound.
6,000 pounds round iron, $\frac{1}{2}$ to $2\frac{1}{2}$ inches	11 per pound.
2,000 pounds wrought iron, 6 inches wide, $\frac{1}{4}$ inch thick, 16 feet long	11 per pound.

All of the iron to be of the best quality double refined American manufacture, true to size and lengths, as required.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 12, steel.

4,000 pounds cast steel, square, 1 to 3 inches	\$0 40 per pound.
3,000 pounds cast steel, octagon, $\frac{1}{2}$ to 1 inch	40 per pound.
400 pounds cast steel, round, $\frac{1}{2}$ to 1 inch	28 per pound.
500 pounds cast steel, flat shear, 4 by $\frac{3}{8}$ inch	40 per pound.
250 pounds cast steel, flat shear, 3 by $\frac{1}{2}$ inch	40 per pound.
250 pounds cast steel, flat shear, $2\frac{1}{2}$ by $\frac{5}{8}$ inch	40 per pound.
250 pounds English blister steel, brand L, 4 by 1 inch	32 per pound.
200 pounds best cast steel, from $\frac{1}{2}$ to 2 inches, for taps	42 per pound.

The cast steel to be of Naylor's & Co.'s best English refined.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 14, files.

25 dozen tapered saw files, 3 inches	\$2 00 per dozen.
50 dozen tapered saw files, $3\frac{1}{2}$ inches	2 00 per dozen.
100 dozen tapered saw files, $4\frac{1}{2}$ inches	2 45 per dozen.
25 dozen tapered saw files, 6 inches	4 00 per dozen.
1 dozen three-square tapered saw files, 8 inches	6 25 per dozen.
1 dozen three-square tapered saw files, 6 inches	4 00 per dozen.
36 dozen three-square tapered saw files, 5 inches	2 80 per dozen.
36 dozen three-square tapered saw files, $4\frac{1}{2}$ inches	2 50 per dozen.
18 dozen three-square tapered saw files, 4 inches	2 20 per dozen.
18 dozen three-square tapered saw files, $3\frac{1}{2}$ inches	2 00 per dozen.
12 dozen handsaw files, 4 inches	2 40 per dozen.
12 dozen handsaw files, 6 inches	4 25 per dozen.
9 dozen mill-saw files, 8 inches	4 80 per dozen.
5 dozen mill-saw files, 9 inches	5 80 per dozen.
9 dozen mill-saw files, 10 inches	7 00 per dozen.
5 dozen mill-saw files, 11 inches	8 40 per dozen.
8 dozen mill-saw files, 12 inches	9 80 per dozen.
36 dozen flat mill-saw files, flat edges, 10 inches	6 80 per dozen.
4 dozen whip-saw files	3 75 per dozen.

2 dozen round files, 4 inches.....	\$2 50 per dozen.
2 dozen round files, 6 inches.....	4 00 per dozen.
2 dozen round files, 8 inches.....	5 00 per dozen.
2 dozen round files, 10 inches.....	7 25 per dozen.
2 dozen round files, 12 inches.....	11 00 per dozen.
2 dozen round files, 14 inches.....	15 25 per dozen.
2 dozen square files, 6 inches.....	3 25 per dozen.
4 dozen square files, 8 inches.....	5 00 per dozen.
4 dozen square files, 10 inches.....	6 75 per dozen.
3 dozen square files, 12 inches.....	9 25 per dozen.
3 dozen square files, 14 inches.....	13 50 per dozen.
2 dozen flat second cut files, 4 inches.....	2 80 per dozen.
2 dozen flat second cut files, 6 inches.....	4 00 per dozen.
2 dozen flat second cut files, 8 inches.....	5 75 per dozen.
2 dozen flat second cut files, 10 inches.....	8 50 per dozen.
4 dozen flat second cut files, 12 inches.....	12 00 per dozen.
2 dozen flat second cut files, 15 inches.....	21 00 per dozen.
2 dozen half-round second cut files, 6 inches.....	4 00 per dozen.
2 dozen half-round second cut files, 8 inches.....	6 20 per dozen.
2 dozen half-round second cut files, 10 inches.....	8 50 per dozen.
2 dozen cabinet files, 6 inches.....	4 40 per dozen.
5 dozen cabinet files, 8 inches.....	6 50 per dozen.
5 dozen cabinet files, 10 inches.....	8 75 per dozen.
3 dozen cabinet files, 11 inches.....	10 25 per dozen.
7 dozen cabinet files, 12 inches.....	12 20 per dozen.
11½ dozen flat bastard files, 4 inches.....	2 40 per dozen.
13½ dozen flat bastard files, 6 inches.....	3 20 per dozen.
17 dozen flat bastard files, 8 inches.....	4 75 per dozen.
17½ dozen flat bastard files, 10 inches.....	7 00 per dozen.
21 dozen flat bastard files, 12 inches.....	9 50 per dozen.
48 dozen flat bastard files, 14 inches.....	13 50 per dozen.
20 dozen flat bastard files, 16 inches.....	20 00 per dozen.
10 dozen square bastard files, 6 inches.....	3 20 per dozen.
12 dozen square bastard files, 8 inches.....	4 75 per dozen.
7 dozen square bastard files, 10 inches.....	7 00 per dozen.
7 dozen square bastard files, 12 inches.....	9 50 per dozen.
5½ dozen square bastard files, 14 inches.....	13 50 per dozen.
5 dozen round bastard files, 4 inches.....	2 50 per dozen.
5 dozen round bastard files, 6 inches.....	3 50 per dozen.
4½ dozen round bastard files, 8 inches.....	5 00 per dozen.
5 dozen round bastard files, 10 inches.....	7 50 per dozen.
4 dozen round bastard files, 12 inches.....	11 00 per dozen.
8 dozen round bastard files, 14 inches.....	15 00 per dozen.
9½ dozen half-round bastard files, 6 inches.....	3 50 per dozen.
11½ dozen half-round bastard files, 8 inches.....	5 00 per dozen.
11 dozen half-round bastard files, 10 inches.....	7 50 per dozen.
18 dozen half round bastard files, 12 inches.....	11 00 per dozen.
12 dozen half-round bastard files, 13 inches.....	12 00 per dozen.
16 dozen half-round bastard files, 14 inches.....	15 00 per dozen.
1½ dozen round taper bastard files, 6 inches.....	3 50 per dozen.
1½ dozen round taper bastard files, 8 inches.....	5 00 per dozen.
2 dozen round taper bastard files, 14 inches.....	15 00 per dozen.
1 dozen rat-tail bastard files, 14 inches.....	15 00 per dozen.
3 dozen safe-edge bastard files, 4 inches.....	2 30 per dozen.
6 dozen safe-edge bastard files, 6 inches.....	3 50 per dozen.
6 dozen safe-edge bastard files, 8 inches.....	5 00 per dozen.
9 dozen safe-edge bastard files, 10 inches.....	7 50 per dozen.
8 dozen safe-edge bastard files, 12 inches.....	11 00 per dozen.
8 dozen safe edge bastard files 14 inches.....	15 00 per dozen.
8 dozen safe-edge bastard files, 16 inches.....	20 00 per dozen.
6 dozen flat smooth files, 4 inches.....	2 80 per dozen.
6 dozen flat smooth files, 6 inches.....	4 50 per dozen.
8 dozen flat smooth files, 8 inches.....	6 40 per dozen.
6 dozen flat smooth files, 10 inches.....	8 40 per dozen.
6 dozen flat smooth files, 12 inches.....	12 25 per dozen.
7 dozen flat smooth files, 14 inches.....	16 20 per dozen.

2 dozen flat smooth files, 16 inches.....	\$26 00 per dozen.
3 dozen dead smooth files, 6 inches.....	9 00 per dozen.
3 dozen dead smooth files, 8 inches.....	13 00 per dozen.
2 dozen dead smooth files, 10 inches.....	17 00 per dozen.
2 dozen dead smooth files, 12 inches.....	25 00 per dozen.
1 dozen dead smooth files, 14 inches.....	32 00 per dozen.
8 dozen half-round smooth files, 4 inches.....	3 50 per dozen.
10½ dozen half-round smooth files, 6 inches.....	5 00 per dozen.
8½ dozen half-round smooth files, 8 inches.....	6 75 per dozen.
7 dozen half-round smooth files, 10 inches.....	9 50 per dozen.
7½ dozen half-round smooth files, 12 inches.....	14 25 per dozen.
8 dozen half-round smooth files, 14 inches.....	20 00 per dozen.
3 dozen safe-edge smooth files, 4 inches.....	3 20 per dozen.
3½ dozen safe-edge smooth files, 6 inches.....	4 40 per dozen.
3½ dozen safe-edge smooth files, 8 inches.....	6 40 per dozen.
2 dozen safe-edge smooth files, 10 inches.....	8 75 per dozen.
4½ dozen safe-edge smooth files, 12 inches.....	12 50 per dozen.
4 dozen safe-edge smooth files, 14 inches.....	16 00 per dozen.
4 dozen three-square tapered files, 4 inches.....	2 50 per doz n.
2 dozen three-square tapered files, 6 inches.....	3 50 per dozen.
4 dozen three-square tapered files, 10 inches.....	7 25 per dozen.
4 dozen three-square tapered files, 12 inches.....	11 00 per dozen.
6 dozen three-square tapered files, 14 inches.....	15 00 per doz n.
2 dozen three-square files, 6 inches.....	4 40 per dozen.
6 dozen key-ward files, 3 inches.....	2 45 per dozen.
6 dozen key-ward files, 4 inches.....	2 50 per dozen.
4 dozen key-ward files, 6 inches.....	3 50 per dozen.
1 dozen ward files, 4 inches.....	2 50 per dozen.
1 dozen ward files, 5 inches.....	2 75 per dozen.
1 dozen ward files, 6 inches.....	3 50 per dozen.
1 dozen wood rasps, 12 inches.....	11 00 per dozen.
3 dozen wood rasps, 8 inches.....	5 00 per dozen.
3 dozen wood rasps, 10 inches.....	7 50 per dozen.
3 dozen wood rasps, 11 inches.....	9 00 per dozen.
3 dozen wood rasps, 12 inches.....	11 00 per dozen.
2 dozen cabinet rasps, 6 inches.....	4 75 per dozen.
2 dozen cabinet rasps, 8 inches.....	6 75 per dozen.
2 dozen cabinet rasps, 10 inches.....	9 25 per dozen.
6 dozen cabinet rasps, 12 inches.....	14 25 per dozen.

All files to be equal to Butcher's best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st of February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

WM. F. SIMES & SON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 15, paints, oils, and glass.

2,500 pounds white lead, in oil, Lewis's pure.....	\$0 21 per pound.
270 pounds red lead, dry, Lewis's pure.....	20 per pound.
300 pounds black lead, best, pulverized.....	05 per pound.
1,200 pounds French zinc, in oil.....	22 per pound.
2,000 pounds French yellow ochre.....	06½ per pound.
300 pounds American yellow ochre.....	01½ per pound.
25 pounds chrome yellow, in oil, pure.....	25 per pound.
50 pounds chrome green, in oil, pure.....	20 per pound.
300 gallons linseed oil, raw.....	1 75 per gallon.
92 gallons spirits of turpentine.....	3 75 per gallon.
50 gallons furniture varnish.....	4 00 per gallon.
50 gallons Japan dryer, Wright's.....	2 00 per gallon.
2,000 feet American glass, 8 by 10 inches, first quality.....	12 60 per 100 feet.
600 feet American glass, 12 by 14 inches, first quality.....	17 10 per 100 feet.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st of February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

CHAS. M. GUSKEY. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 16, ship-chandlery.

12 chamois skins.....	\$1 00	each.
9 dozen paint brushes, 00000, extra ground.....	19 00	per dozen.
40 dozen paint brushes, 000000, extra ground.....	35 00	per dozen.
30 dozen best sash tools, No. 10.....	5 00	per dozen.
13 dozen fitches, tin-bound, No. 14.....	2 75	per dozen.
12 dozen fitches, tin-bound, No. 5.....	2 25	per dozen.
9 dozen marking fitches, tin bound, No. 5.....	2 25	per dozen.
6 dozen sable lettering pencils, No. 1.....	1 25	per dozen.
6 dozen sable lettering pencils, No. 2.....	1 50	per dozen.
12 reams sandpaper, No. 0.....	5 00	per ream.
5 reams sandpaper, No. $\frac{1}{2}$	5 00	per ream.
15 reams sandpaper, No. 1.....	5 00	per ream.
10 reams sandpaper, No. $1\frac{1}{2}$	5 00	per ream.
5 reams sandpaper, No. 2.....	5 00	per ream.
5 reams sandpaper, No. 3.....	5 00	per ream.
3 dozen flat varnish brushes, best, 2 inches.....	5 25	per dozen.
3 dozen flat varnish brushes, best, 3 inches.....	7 50	per dozen.
1 dozen horse brushes, best.....	10 00	per dozen.
2 dozen best window brushes, No. 2, long handle.....	13 00	per dozen.
1 dozen best window brushes, No. 2, short handle.....	13 50	per dozen.
$7\frac{1}{2}$ dozen best dusting brushes, No. 3, extra.....	9 00	per dozen.
2 dozen best clamp brushes.....	4 50	per dozen.
15 $\frac{1}{2}$ dozen hand scrubbing brushes, large size.....	5 00	per dozen.
2 dozen best sweeping brushes, long handles.....	12 50	per dozen.
1 dozen best tar brushes, long handles.....	7 00	per dozen.
5 dozen best tar brushes, short handles.....	6 50	per dozen.
11 dozen best whitewash brushes, 8-knot.....	9 00	per dozen.
39 dozen best corn brooms, wire fastened.....	4 00	per dozen.
10 dozen best hickory brooms.....	3 00	per dozen.
12 dozen best hickory baskets, 1-bushel.....	13 50	per dozen.
1 dozen best oak-splint baskets, 2-bushel.....	17 00	per dozen.
6 dozen ship buckets.....	15 00	per dozen.
72 water cans, iron-bound and handles, best.....	2 00	each.
5 barrels hydraulic cement.....	5 00	per barrel.
100 gallons coal tar.....	25	per gallon.
30 gallons raw tar.....	50	per gallon.
3 horse blankets.....	7 00	each.
3 fly-nets for horses.....	6 00	each.
12 currycombs.....	50	each.
12 curry cards.....	15	each.
2 dozen cart whips.....	15 00	per dozen.
8 ox-yokes, with bows, keys, bolt and ring, complete.....	10 00	each.
50 gallons dubbin.....	2 50	per gallon.
8 bushels best table salt.....	1 50	per bushel.
100 pounds castile soap, best.....	35	per pound.
250 pounds brown soap, best.....	15	per pound.
25 pounds pumice-stone, pulverized.....	10	per pound.
15 pounds rotten-stone, pulverized.....	10	per pound.
10 pounds prussiate of potash.....	1 25	per pound.
200 pounds best white glue.....	50	per pound.
10 pounds beeswax.....	1 00	per pound.
10 pounds best sponge.....	2 50	per pound.
150 pounds washing soda.....	10	per pound.
105 pounds borax.....	50	per pound.
3,450 pounds white chalk.....	2 00	per pound.
230 pounds red chalk.....	10	per pound.
6,280 pounds best tallow, beef.....	25	per pound.
8,000 pounds best navy oakum.....	15	per pound.
10 pounds whipping twine.....	75	per pound.
25 pounds sewing twine.....	1 00	per pound.
25 pounds sash cord.....	40	per pound.
50 pounds mop yarn.....	50	per pound.

2½ pounds lampwick, ball.....	\$2 00	per pound.
800 pounds cotton-waste.....	55	per pound.
300 pounds clean white rags.....	25	per pound.
30 pounds ground emery, sample at yard.....	25	per pound.
1 pound silver solder.....	25 00	per pound.
2 quires twilled emery cloth, No. 00.....	3 00	per quire.
3 quires twilled emery cloth, No. 1.....	3 00	per quire.
5 quires twilled emery cloth, No. 1½.....	3 00	per quire.
1½ ream Sibley's emery cloth, No. 60.....	60 00	per ream.
1 ream Sibley's emery cloth, No. 80.....	60 00	per ream.
1 ream Sibley's emery cloth, No. 90.....	60 00	per ream.
1 ream Sibley's emery cloth, No. 100.....	60 00	per ream.
1 ream Sibley's emery cloth, No. 120.....	60 00	per ream.
6 sides elk leather, for belt lacings.....	5 00	per side.
6 Calcutta kip-skins, for belt lacings, No. 2.....	6 00	per skin.
2 sides lacing leather.....	7 00	per side.
800 pounds sheet zinc, No. 11.....	30	per pound.
9 boxes sheet tin, XX, 14 by 20 inches.....	37 50	per box.
2 stoves, cast-iron cylinder, 14 inches.....	30 00	each.
1 stove, cast-iron cylinder, 8 inches.....	25 00	each.

All articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

SMITH & RICHARDSON. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 17, hardware.

6 dozen iron wardrobe hooks.....	\$0 11	per dozen.
48 pairs iron butt hinges, 3 inches.....	10	per pair.
48 pairs iron butt hinges, 4 inches.....	18	per pair.
48 pairs iron butt hinges, loose, 3 inches.....	15	per pair.
48 pairs iron strap hinges, 16 inches.....	50	per pair.
96 shutter rings and staples.....	04	each.
96 turn-buckles.....	20	each.
6 dozen iron coat and hat hooks.....	25	per dozen.
4 night latches, 3 tumblers, and steel keys.....	2 25	each.
36 iron thumblatches.....	25	each.
24 iron rim locks, with brass knobs, 5 inches.....	75	each.
12 iron dead locks, 5 inches.....	38	each.
48 iron padlocks, 3 inches.....	25	each.
24 iron chest locks, 3½ inches.....	30	each.
48 iron drawer locks, 3 inches.....	28	each.
24 iron wardrobe locks, 3 inches.....	23	each.
20 gross best iron screws, 1 inch, No. 12.....	62	per gross.
20 gross best iron screws, one and a quarter inch, No. 13.....	79	per gross.
26 gross best iron screws, one and a half inch, No. 16.....	1 26	per gross.
20 gross best iron screws, one and three-quarters inch, No. 16.....	1 39	per gross.
20 gross best iron screws, 2 inches, No. 18.....	1 80	per gross.
3 gross best iron screws, 1 inch, No. 11.....	57	per gross.
6 gross best iron screws, one and a half inch, No. 14.....	1 00	per gross.
6 gross best iron screws, 4 inches, No. 26.....	6 84	per gross.
2 dozen iron sash pulleys.....	75	per dozen.
4 dozen iron turn-buttons, 2 inches.....	38	per dozen.
8 dozen best wood saws, with frames.....	10 00	per dozen.
6 extra cast steel handsaws, Disston's.....	3 00	each.
2 handsaws, Spear & Jackson's make.....	3 00	each.
4 tenon saws, cast steel.....	1 50	each.
2 circular saws, Disston's, 24 inches diameter, Stubbs's wire gauge, No. 10.....	19 00	each.
2 circular saws, Disston's, 30 inches diameter, Stubbs's wire gauge, No. 9, heavy.....	27 00	each.
6 dozen jig-saws, 2 feet long.....	7 50	per dozen.
3 cross-cut saws, for lignumvitæ.....	9 00	each.

4 cross-cut saws, each 4 feet 6 inches long	\$5 00	each.
3 cross-cut saws, each 5 feet long	6 00	each.
36 cross-cut saws, each 4 feet 9 inches long, Disston's ..	6 00	each.
2 iron hack-saw frames, 12 inches	2 00	each.
2 iron hack-saw frames, 13 inches	2 00	each.
2 iron hack-saw frames, 14 inches	2 00	each.
12 hack-saw blades	50	each.
3 panel saws	2 25	each.
2 fine-tooth hack-saws	1 50	each.
7 compass saws	60	each.
6 sweep saws	1 00	each.
3 rip saws	2 50	each.
8 sash saws, 6, 8, 10, and 12 inches, (2 of each)	1 70	each.
3 key-hole saws and pads	50	each.
2 saw-sets, "Akin's"	1 00	each.
6 grindstones, 30 inches diameter, 5 inches face	18 00	each.
5 grindstones, 30 inches diameter, 7 inches face	20 00	each.
5 grindstones, 28 inches diameter, 7 inches face	23 00	each.
5 grindstones, 26 inches diameter, 7 inches face	20 00	each.
12 cutting thrusts, one-quarter, three-eighths, one-half, five-eighths, three-fourths, and seven-eighths inch, (2 of each size)	1 00	each.
6 pairs half-inch grooving planes	5 00	per pair.
8 pairs grooving planes, with screw arms, boxwood face	8 00	per pair.
12 panel ploughs, with 8 bits each, boxwood face and arms	9 00	each.
4 quirk ploughs—sample at yard	6 00	each.
48 moulding planes—sample at yard	1 10	each.
3 R. H. beading planes, 1 eighth-inch, 3 beads	90	each.
8 R. H. beading planes, 1-fourth-inch, 8 beads	90	each.
3 R. H. beading planes, 3-eighths-inch, 8 beads	1 00	each.
6 R. H. beading planes, 1-half-inch, 6 beads	1 00	each.
4 R. H. beading planes, 5-eighths inch, 4 beads	1 10	each.
3 R. H. beading planes, 3-fourths inch, 3 beads	1 10	each.
2 R. H. beading planes, 7-eighths inch, 2 beads	1 25	each.
3 R. H. beading planes, 1 inch, 3 beads	1 25	each.
All the 37 beading planes straight, with square quirk, dovetailed.		
1 set 8 reverse beads, sizes to match the 37 planes	6 75	per set.
1 pair R. & L. H. beading planes, 1-half inch	1 75	per pair.
1 pair R. & L. H. beading planes, 5-eighths inch	1 75	per pair.
1 pair R. & L. H. beading planes, 3-fourths inch	1 88	per pair.
1 pair R. & L. H. beading planes, 7-eighths inch	1 87	per pair.
1 pair R. & L. H. beading planes, 1 inch	1 88	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{8}$ inch	2 25	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{4}$ inch	2 50	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{3}{8}$ inch	5 75	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{2}$ inch	6 00	per pair.
The 9 pairs R. & L. H. beading planes to be straight, with bevel quirks, dovetailed.		
1 set, 9 pairs reverse beads, sizes to match the 9 planes.	25 50	per set.
1 pair R. & L. H. beading planes, half inch	1 75	per pair.
1 pair R. & L. H. beading planes, 5 eighths inch	1 75	per pair.
1 pair R. & L. H. beading planes, 3-fourths inch	1 88	per pair.
1 pair R. & L. H. beading planes, 7-eighths inch	1 87	per pair.
1 pair R. & L. H. beading planes, 1 inch	1 88	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{8}$ inch	2 25	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{4}$ inch	2 50	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{3}{8}$ inch	5 75	per pair.
1 pair R. & L. H. beading planes, 1 $\frac{1}{2}$ inch	6 00	per pair.
The 9 pair R. & L. H. beading planes to be circu- lar, with bevel quirks, dovetailed.		
1 hollow plane, one and a half inch, double iron	75	each.
2 hollow planes, 3-fourths inch, double iron	1 00	each.
1 hollow plane, 7-eighths inch, double iron	1 25	each.
2 hollow planes, 1 inch, double iron	1 44	each.
3 hollow planes, 1 $\frac{1}{4}$ -inch, double iron	1 50	each.

3 hollow planes, $1\frac{1}{2}$ inch, double iron.....	\$1 75	each.
2 hollow planes, $1\frac{3}{4}$ inch, double iron.....	2 00	each.
2 hollow planes, 2 inches, double iron.....	2 50	each.
1 hollow plane, $2\frac{1}{4}$ inches, double iron.....	2 75	each.
1 hollow plane, $2\frac{1}{2}$ inches, double iron.....	3 00	each.
6 smoothing planes double iron.....	1 60	each.
6 circular planes, double iron.....	7 00	each.
6 collar planes, double iron.....	1 50	each.
1 round plane, 1-half inch, double iron.....	0 63	each.
2 round planes, 3-fourths inch, double iron.....	1 00	each.
1 round plane, 7-eighths inch double iron.....	1 25	each.
2 round planes, 1 inch, double iron.....	1 44	each.
3 round planes, $1\frac{1}{4}$ inch, double iron.....	1 50	each.
3 round planes, $1\frac{1}{2}$ inch, double iron.....	1 75	each.
2 round planes, $1\frac{3}{4}$ inch, double iron.....	2 00	each.
2 round planes, 2 inches, double iron.....	2 25	each.
1 round plane, $2\frac{1}{4}$ inches, double iron.....	2 63	each.
1 round plane, $2\frac{1}{2}$ inches, double iron.....	2 75	each.
2 jack planes, double iron.....	1 60	each.
2 fore planes, double iron.....	2 20	each.
6 sets bench planes, double iron.....	7 75	per set.
3 rabbet planes, 1-half inch, double iron.....	1 00	each.
4 rabbet planes, 3-fourths inch, double iron.....	1 00	each.
12 rabbet planes, 1 inch, double iron.....	1 00	each.
11 rabbet planes, $1\frac{1}{4}$ inch, double iron.....	1 25	each.
11 rabbet planes, $1\frac{1}{2}$ inch, double iron.....	1 50	each.
6 rabbet planes, $1\frac{3}{4}$ inch, double iron.....	1 60	each.
6 rabbet planes, 2 inches double iron.....	1 75	each.
3 pairs rabbet planes, 1-half inch, R. & L. H. bevel mouths.....	1 25	per pair.
6 pairs rabbet planes, 3-fourths inch, R. & L. H. bevel mouths.....	1 75	per pair.
8 pairs rabbet planes, 1 inch, R. & L. H. bevel mouths.....	1 75	per pair.
9 pairs rabbet planes, one and one-half inch, R. & L. H. bevel mouths.....	2 00	per pair.
10 pairs rabbet planes, one and one-half inch, R. & L. H. bevel mouths.....	2 50	per pair.
6 pairs rabbet planes, one and three-fourths inch, R. & L. H. bevel mouths.....	2 75	per pair.
6 pairs rabbet planes, 2 inches, R. & L. H. bevel mouths.....	3 25	per pair.
1 tooththing plane.....	1 75	each.
1 dozen turners' chisels, 1-half inch.....	7 00	per dozen.
1 dozen turners' chisels, 3-fourths inch.....	7 50	per dozen.
1 dozen turners' chisels, 7-eighths inch.....	9 50	per dozen.
1 dozen turners' chisels, $1\frac{1}{4}$ inch.....	10 30	per dozen.
$\frac{1}{2}$ dozen turners' chisels, $1\frac{3}{4}$ inch.....	16 00	per dozen.
1 dozen turners' gouges, 1-half inch.....	7 50	per dozen.
1 dozen turners' gouges, 3 fourths inch.....	10 00	per dozen.
1 dozen turners' gouges, 7-eighths inch.....	10 75	per dozen.
1 dozen turners' gouges, $1\frac{1}{8}$ inch.....	15 50	per dozen.
$\frac{1}{2}$ dozen turners' gouges, $1\frac{3}{4}$ inch.....	24 00	per dozen.
6 blockmakers' socket gouges, 1-half inch.....	75	each.
6 blockmakers' socket gouges, 1 inch.....	1 12	each.
6 blockmakers' socket gouges, $1\frac{1}{8}$ inch.....	1 30	each.
6 blockmakers' socket gouges, $1\frac{1}{4}$ inch.....	1 30	each.
6 blockmakers' socket gouges, $1\frac{1}{2}$ inch.....	1 40	each.
6 blockmakers' socket gouges, 2 inches.....	1 50	each.
6 blockmakers' socket gouges, $2\frac{1}{2}$ inches.....	1 62	each.
6 blockmakers' socket gouges, 3 inches.....	1 75	each.
6 blockmakers' socket chisels, 5-eighths inch.....	70	each.
6 blockmakers' socket chisels, 7-eighths inch.....	1 00	each.
6 blockmakers' socket chisels, $1\frac{1}{8}$ inch.....	1 25	each.
6 blockmakers' socket chisels, $1\frac{1}{4}$ inch.....	1 30	each.
6 blockmakers' socket chisels, $1\frac{1}{2}$ inch.....	1 40	each.
6 blockmakers' socket chisels, 2 inches.....	1 40	each.
6 blockmakers' socket chisels, 3 inches.....	1 50	each.

6 blockmakers' socket chisels, 3½-inches.....	\$1 80	each.
4 firmer chisels 1-eighth inch.....	20	each.
8 firmer chisels, 1-fourth inch.....	20	each.
4 firmer chisels, 3-eighths inch.....	25	each.
4 firmer chisels, 1-half inch.....	25	each.
4 firmer chisels, 5-eighths inch.....	30	each.
8 firmer chisels, 3-fourths inch.....	50	each.
4 firmer chisels, 7-eighths inch.....	62	each.
4 firmer chisels, 1 inch.....	65	each.
4 firmer chisels, 1½ inch.....	65	each.
4 firmer chisels, 1¾ inch.....	75	each.
8 firmer chisels, 1½ inch.....	80	each.
4 firmer chisels, 1¾ inch.....	80	each.
8 firmer chisels, 2 inches.....	1 12	each.
1 set firmer gouges, 1-half to 2 inches—sample at the yard.....	7 00	per set.
1 socket gouge, 1 inch, Butcher's.....	1 25	each.
1 socket gouge, 1½ inch, Butcher's.....	1 30	each.
1 socket gouge, 1½ inch, Butcher's.....	1 50	each.
1 socket gouge, 1¾ inch, Butcher's.....	1 50	each.
2 socket gouges, 2 inches, Butcher's.....	1 75	each.
5 socket chisels, 1-fourth inch, Butcher's.....	70	each.
5 socket chisels, 3-eighths inch, Butcher's.....	75	each.
5 socket chisels, 1-half inch, Butcher's.....	75	each.
4 socket chisels, 5-eighths inch, Butcher's.....	80	each.
5 socket chisels, 3-fourths inch, Butcher's.....	85	each.
4 socket chisels, 7-eighths inch, Butcher's.....	1 00	each.
4 socket chisels, 1 inch, Butcher's.....	1 25	each.
4 socket chisels, 1¼ inch, Butcher's.....	1 50	each.
4 socket chisels, 1½ inch, Butcher's.....	1 75	each.
4 socket chisels, 1¾ inch, Butcher's.....	1 80	each.
4 socket chisels, 2 inches, Butcher's.....	2 00	each.
10 dozen best No. 3 shovels.....	16 00	per dozen.
1 dozen best steel shovels.....	16 50	per dozen.
2 dozen best mud spades.....	16 75	per dozen.
4 dozen best 4 prong chip forks.....	27 00	per dozen.
2 dozen best stable forks.....	26 00	per dozen.
3 dozen best wood axes, handled.....	25 00	per dozen.
4 round axes, blockmakers'.....	6 00	each.
6 cast-steel wood axes, handled.....	2 50	each.
2 broad axes, best quality.....	4 00	each.
2 adzes, best quality.....	2 50	each.
52 hatchets, handled, "Beattie's".....	95	each.
1 pair tinner's shears.....	9 00	each.
6 coppering shears.....	3 50	each.
3 stockshave knives.....	9 00	each.
12 drawing knives, 12 inches.....	1 75	each.
12 hacking knives.....	62	each.
2 dozen shave hooks for plumbers.....	6 00	per dozen.
3 dozen hand ladles, 4 inches.....	9 00	per dozen.
1 pair sliding tongs.....	1 00	per pair.
4 pairs cutting nippers, 6 inches.....	1 25	per pair.
3 pairs cutting nippers, 10 inches.....	2 25	per pair.
48 nail gimlets.....	10	each.
12 spike gimlets.....	10	each.
12 hand bellows, small.....	2 25	each.
24 cast-steel squares, marks cut deep.....	5 00	each.
14 pairs calipers, large.....	2 50	per pair.
2 pairs compasses, large.....	3 50	per pair.
12 pairs compasses, small.....	1 25	per pair.
2 pairs compasses, 6 inches.....	38	per pair.
14 pairs compasses, 12 inches, steel points.....	1 50	per pair.
2 glaziers' diamonds.....	5 00	each.
13 oilstones.....	75	each.
2 spirit levels, "Hall & Knapp's".....	2 50	each.
4 steel tongue bevels, 4, 6, 8, and 10 inches, (one of each). ..	70	each.
2 steel tongue squares, 12 and 18 inches, (one of each). ..	2 15	each.

6 large iron braces.....	\$1 50	each.
9 Scotch braces and sets of bits, complete.....	7 00	each.
2 dozen nose bits, 1-eighth inch.....	1 50	per dozen.
2 dozen nose bits, 1-fourth inch.....	1 60	per dozen.
1 dozen nose bits, 3-eighths inch.....	1 60	per dozen.
6 dozen car builders' bits, 1-fourth inch.....	4 50	per dozen.
3 dozen car builders' bits, 5-sixteenths inch.....	5 75	per dozen.
3 dozen car builders' bits, 3-eighths inch.....	6 75	per dozen.
6 cases of awls, Aiken's.....	1 00	each.
36 iron barrel bolts.....	40	each.
24 iron neck bolts.....	50	each.
48 iron shutter bolts.....	30	each.
24 brass flush bolts, 4 inches long, 1-half inch wide....	12½	each.
4 wire tape-lines, 100 feet long each.....	6 00	each.
1 wire tape-line, 50 feet long.....	2 50	each.
6 ram-lines, 300 feet each.....	3 50	each.
6 chalk-lines, 60 feet each.....	1 00	each.
12 chalk-lines, 120 feet each.....	1 75	each.
13 boxwood 2-feet rules, brass bound.....	1 90	each.
4 pairs round pliers, 6 and 10 inches, (two of each)....	63	per pair.
1 set cast steel letters and figures, 1-fourth inch.....	4 50	per set.
1 set cast steel letters and figures, 3 sixteenths inch....	4 50	per set.
1 set cast steel letters and figures, 1-eighth inch.....	3 00	per set.
1 set cast steel letters and figures, 3-thirty-seconds inch	3 00	per set.
6 belt punches.....	50	each.
6 milling tools, 3-fourths and 7-eighths inch, (three of each).....	2 25	each.
100 pounds iron wire, 3-sixteenths inch.....	16	per pound.
100 pounds iron wire, 1-fourth inch.....	16	per pound.
50 pounds iron rivets, Nos. 1 to 13.....	55	per pound.
10 pounds copper belt rivets and washers, 1-half inch..	90	per pound.
100 pounds blockmakers' rivets, 1 inch.....	60	per pound.
100 pounds blockmakers' rivets, one and one-half inch..	55	per pound.
100 pounds blockmakers' rivets, 2 inch.....	60	per pound.
100 pounds blockmakers' rivets, two and one-half inch..	55	per pound.
112 papers iron cut tacks, 18 oz.....	15	per paper.
2 monkey wrenches, 6 inches.....	75	each.
2 monkey wrenches, 8 inches.....	1 00	each.
28 monkey wrenches, 12 inches.....	2 00	each.
4 monkey wrenches, 14 inches.....	2 25	each.
24 monkey wrenches, 18 inches.....	3 25	each.
4 screw wrenches, wrought-iron, 6 inches, "Coe's"....	1 25	each.
2 screw wrenches, wrought-iron, 8 inches, "Coe's"....	1 50	each.
4 screw wrenches, wrought-iron, 10 inches, "Coe's"....	1 62	each.
4 screw wrenches, wrought-iron, 12 inches, "Coe's"....	2 50	each.
2 screw wrenches, wrought-iron, 14 inches, "Coe's"....	2 75	each.
3 screw wrenches, wrought-iron, 15 inches, "Coe's"....	3 25	each.
1 screw wrench, wrought-iron, 18 inches, "Coe's"....	4 00	each.
1 screw wrench, to open two and three-fourths inches..	4 00	each.
7 iron hand-vices.....	1 50	each.
12 wrought-iron vices, 80 pounds each, solid boxes....	31	per pound.
2 wrought-iron vices, 100 pounds each, solid boxes....	31	per pound.
3 mouse-hole anvils, 300 pounds each, (900 pounds)...	28	per pound.
6 claw-hammers.....	90	each.
6 iron wire sieves, No. 4.....	1 30	each.
6 iron wire sieves, No. 8.....	1 40	each.
2 pairs blacksmith's bellows, 40 inches.....	45 00	each.
5 caldrons, 4 feet 7 inches diameter, 2 feet deep.....	30 00	each.
1 galvanizing pot, 1 inch thick, 30 inches long, 12 inches wide, 3½ feet deep—sample at yard.....	10 00	each.
1 wrought-iron ram-bit, steel face, for steam hammer, (weight 332 pounds).....	52 ⁵⁹ / ₈₃	per pound.

All articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days

FERDINAND FOSTER. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 18, stationery.

2 paper scales, 10 feet to 1 inch—sample at yard.....	\$2 50 each.
2 paper scales, 8 feet to 1 inch—sample at yard.....	2 50 each.
12 paper scales, assorted—sample at yard	2 50 each.
50 yards tracing cloth, best.....	1 75 per yard.
75 sheets double elephant drawing paper, hot-pressed...	70 per sheet.
46 reams cap paper, faint-lined, best.....	8 00 per ream.
32½ reams letter paper, faint-lined, best.....	6 00 per ream.
4 reams letter paper, to pattern, best.....	6 50 per ream.
4 reams correspondence paper, to pattern, best.....	10 00 per ream.
9½ reams regulation paper, to pattern, best.....	12 00 per ream.
8 reams note paper, faint-lined, best.....	4 50 per ream.
½ ream envelope paper, large size, best.....	10 00 per ream.
3 reams envelope paper, cap size, best.....	5 00 per ream.
2 reams blotting board, white.....	35 00 per ream.
¼ ream invoices, to pattern.....	14 00 per ream.
¼ ream bills of lading, to pattern	18 00 per ream.
8 reams blank bills, to pattern.....	18 00 per ream.
4 reams mechanics' pay-rolls, to pattern.....	40 00 per ream.
6 reams mechanics' muster-rolls, double cap, ruled, stitched, and bound, to pattern.....	30 00 per ream.
2 reams mechanics' monthly pay-rolls, to pattern.....	30 00 per ream.
2 reams receipts for pay, to pattern.....	12 00 per ream.
1 ream pay-tickets, to pattern.....	12 00 per ream.
½ ream money estimates, to pattern.....	9 00 per ream.
½ ream money book, bound, to pattern.....	28 00 per ream.
½ ream officers' pay-rolls, to pattern.....	40 00 per ream.
½ ream officers' muster-rolls, to pattern.....	40 00 per ream.
½ ream accounts current, to pattern.....	40 00 per ream.
½ ream accounts pay, per pattern.....	12 00 per ream.
½ ream certificates of settlement, per pattern.....	14 00 per ream.
6 quires wrapping paper, 36 by 24 inches, to pattern...	1 00 per quire.
6 books, 9 quires, mechanics' pay-rolls, bound, to pat- tern.....	30 00 each.
2 books, 8 quires, to pattern.....	24 00 each.
1 book, 7 quires, officers' pay rolls, to pattern.....	40 00 each.
1 book, 7 quires, officers' muster-rolls, to pattern.....	35 00 each.
2 books, 6 quires, to pattern.....	10 00 each.
1 book, 5 quires, cash, to pattern.....	10 00 each.
67 books, 3 quires, to pattern.....	1 50 each.
1 book, daily reports, to pattern.....	10 00 each.
1 smooth log, to pattern.....	8 00 each.
1 rough log, to pattern.....	6 00 each.
32 requisition books, to pattern.....	6 00 each.
2 books, monthly reports, to pattern.....	15 00 each.
26 letter books, for copying-press, to pattern.....	6 00 each.
1 book, semi-monthly abstract, to pattern.....	8 00 each.
9 letter files, to pattern.....	2 00 each.
3 portfolios, to pattern.....	3 50 each.
3 Philadelphia Directories for 1865.....	3 50 each.
3 American Almanacs for 1865.....	2 00 each.
400 memorandum books, assorted, to pattern.....	50 each.
23 bottles Arnold's copying ink, pints.....	2 00 per bottle.
26 bottles Arnold's black ink, quarts.....	1 75 per bottle.
44 bottles Bryan & Wilcox's fluid, pints.....	60 per bottle.
45 bottles carmine, French, small.....	30 per bottle.
6 bottles blue ink, small.....	15 per bottle.
19 quarts black sand, in quart boxes.....	30 per quart.
16 inkstands, to pattern.....	2 00 each.
1 slate, porcelain, to pattern.....	2 50 each.
2 pieces mouth glue, best French, and thin.....	10 each.
850 extra large size envelopes, white gummed.....	30 00 per M.
7,575 legal size envelopes, white gummed.....	14 00 per M.

8,250 letter envelopes, white gummed.....	\$6 00 per M.
1,750 note envelopes, white gummed.....	4 50 per M.
$\frac{1}{2}$ pound best sealingwax, French.....	2 50 per pound.
$\frac{1}{2}$ pound best wafers, French.....	2 00 per pound.
50 gross Wheeler & Co.'s imperial Peruvian pens.....	1 50 per gross.
2 gross Gillott's pens, Nos. 303 and 404.....	2 50 per gross.
2 gross diamond pens.....	1 50 per gross.
100 clarified quills, best.....	4 00 per 100.
8 sand-boxes, best.....	40 each.
84 pieces red tape, best.....	10 each.
60 elastic letter bands.....	10 each.
1 letter balance, of approved quality.....	4 00 each.
7 paper-cutters.....	88 each.
6 paper-clips.....	1 25 each.
2 paper-folders.....	75 each.
3 bill-clasps, for accounts.....	1 25 each.
50 dozen Faber's best black lead pencils, Nos. as required.....	1 50 per dozen.
19 penknives, best quality, Congress.....	3 00 each.
21 erasing knives, best quality.....	1 00 each.
42 bottles adhesive mucilage, with brushes.....	25 per bottle.
72 pieces Green's ink-eraser, or India-rubber, at choice..	10 each.
600 penholders, best quality.....	6 00 per 100.
7 rules, 2 feet, best quality.....	60 each.
2 rulers, to pattern.....	1 00 each.
9 boxes eyelets.....	50 per box.

All the articles to be of the best quality.

The whole to be delivered on or before the 1st November next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 19, firewood.

85 cords spruce firewood, first cut..... \$9 90 per cord.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

C. W. ZIMMERMAN. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 20, hay and straw.

35 tons (2,240 pounds) best timothy and clover hay..... \$48 per ton.

2 tons (2,240 pounds) rye straw, in bundles..... 40 per ton.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 21, provender.

975 bushels ground corn..... \$1 70 per bushel.

128 bushels corn..... 1 90 per bushel.

975 bushels ground oats..... 1 00 per bushel.

640 bushels oats..... 1 05 per bushel.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 22, charcoal.

600 barrels charcoal..... \$0 75 per barrel.

800 bushels coke..... 13 per bushel.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twelve days.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 23, belting, packing, and hose.

187 feet best copper-riveted hose, heavy leather, diameter inside 2 inches	\$1 10 per foot.
110 pounds gum packing, assorted, sample at yard	1 75 per pound.
40 gum valves, 10 $\frac{3}{4}$ inches diameter, (100 pounds)	1 60 per pound.
200 feet leather belting, 1 $\frac{1}{2}$ -inch	18 per foot.
250 feet leather belting, 2-inch	25 per foot.
200 feet leather belting, 2 $\frac{1}{2}$ -inch	32 per foot.
185 feet leather belting, 3-inch	38 per foot.
100 feet leather belting, 3 $\frac{1}{2}$ -inch	45 per foot.
75 feet leather belting, 4-inch	50 per foot.
90 feet leather belting, 6-inch	78 per foot.
50 feet leather belting, 9-inch	1 25 per foot.
100 feet leather belting, 2 $\frac{1}{2}$ inch, double	62 per foot.

The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 24, sperm and lubricating oils.

1,060 gallons sperm oil, pure	\$2 85 per gallon.
125 gallons lard oil, best	2 20 per gallon.
660 gallons fish oil, best	1 65 per gallon.
84 gallons tanners' oil, best	1 80 per gallon.
4 gallons oil of spike, best	9 00 per gallon.
42 gallons tar oil, best	80 per gallon.
5 gallons sweet oil, best	3 75 per gallon.

To be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

E. G. STONES. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 26, augers.

32 dozen patent ship augers, L'Hommedieu's, $\frac{1}{2}$ -inch	\$6 75 per dozen.
77 dozen patent ship augers, L'Hommedieu's, $\frac{9}{16}$ -inch	7 59 per dozen.
76 $\frac{1}{4}$ dozen patent ship augers, L'Hommedieu's, $\frac{5}{8}$ -inch	8 84 per dozen.
91 $\frac{1}{4}$ dozen patent ship augers, L'Hommedieu's, $\frac{3}{4}$ -inch	9 28 per dozen.
76 $\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $\frac{3}{4}$ -inch	10 20 per dozen.
46 $\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $\frac{13}{16}$ -inch	10 85 per dozen.
36 $\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $\frac{1}{2}$ -inch	12 00 per dozen.
16 $\frac{1}{4}$ dozen patent ship augers, L'Hommedieu's, $\frac{5}{8}$ -inch	12 60 per dozen.
32 $\frac{1}{4}$ dozen patent ship augers, L'Hommedieu's, 1-inch	13 50 per dozen.
17 dozen patent ship augers, L'Hommedieu's, 1 $\frac{1}{16}$ -inch	14 40 per dozen.
76 dozen patent ship augers, L'Hommedieu's, 1 $\frac{1}{8}$ -inch	15 00 per dozen.
60 dozen patent ship augers, L'Hommedieu's, 1 $\frac{1}{8}$ -inch, with screws	15 00 per dozen.
16 dozen patent ship augers, L'Hommedieu's, 1 $\frac{3}{16}$ -inch	16 20 per dozen.
31 dozen patent ship augers, L'Hommedieu's, 1 $\frac{1}{4}$ -inch	16 85 per dozen.
20 dozen patent ship augers, L'Hommedieu's, 1 $\frac{5}{16}$ -inch	17 75 per dozen.
15 dozen patent ship augers, L'Hommedieu's, 1 $\frac{3}{8}$ -inch	18 72 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{7}{16}$ -inch	19 50 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{1}{2}$ -inch	20 60 per dozen.
1 dozen patent ship augers, L'Hommedieu's, 1 $\frac{9}{16}$ -inch	21 50 per dozen.
20 dozen patent ship augers, L'Hommedieu's, 1 $\frac{5}{8}$ -inch	22 00 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{11}{16}$ inch	22 80 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{3}{4}$ -inch	24 00 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{3}{4}$ -inch	24 00 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{7}{8}$ inch	25 50 per dozen.
7 dozen patent ship augers, L'Hommedieu's, 1 $\frac{5}{10}$ -inch	26 00 per dozen.
3 dozen patent ship augers, L'Hommedieu's, 2-inch	27 00 per dozen.
3 dozen patent ship augers, L'Hommedieu's, 2 $\frac{1}{8}$ -inch	33 08 per dozen.

3 dozen patent ship augers, L'Hommedieu's, $2\frac{1}{4}$ -inch	\$40 00	per dozen.
3 dozen patent ship augers, L'Hommedieu's, $2\frac{3}{8}$ -inch	41 50	per dozen.
3 dozen patent ship augers, L'Hommedieu's, $2\frac{1}{2}$ -inch	51 75	per dozen.
$1\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $2\frac{5}{8}$ -inch	56 70	per dozen.
$1\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $2\frac{3}{4}$ -inch	63 00	per dozen.
$1\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, $2\frac{7}{8}$ -inch	72 45	per dozen.
$1\frac{1}{2}$ dozen patent ship augers, L'Hommedieu's, 3-inch	81 90	per dozen.
15 dozen auger bits, Cook's patent, $\frac{5}{8}$ -inch	8 06	per dozen.
60 dozen auger bits, Cook's patent, $\frac{7}{8}$ -inch	11 28	per dozen.
30 dozen auger bits, Cook's patent, 1-inch	13 02	per dozen.
15 dozen auger bits, Cook's patent, $1\frac{1}{8}$ -inch	14 50	per dozen.
$\frac{1}{2}$ dozen screw auger bits, Cook's patent, $\frac{1}{4}$ -inch	3 63	per dozen.
$\frac{1}{2}$ dozen screw auger bits, Cook's patent, $\frac{3}{8}$ -inch	5 43	per dozen.
1 dozen screw auger bits, Cook's patent, $\frac{1}{2}$ -inch	6 85	per dozen.
1 dozen screw auger bits, Cook's patent, $\frac{5}{8}$ -inch	8 06	per dozen.
1 dozen screw auger bits, Cook's patent, $\frac{3}{4}$ -inch	9 67	per dozen.
1 dozen screw auger bits, Cook's patent, $\frac{7}{8}$ -inch	11 28	per dozen.
1 dozen screw auger bits, Cook's patent, 1-inch	13 02	per dozen.
1 dozen screw auger bits, Cook's patent, $1\frac{1}{8}$ -inch	14 50	per dozen.
1 dozen screw auger bits, Cook's patent, $1\frac{1}{4}$ -inch	16 10	per dozen.
1 dozen screw auger bits, Cook's patent, $1\frac{3}{8}$ -inch	17 75	per dozen.
1 dozen screw auger bits, Cook's patent, $1\frac{1}{2}$ -inch	19 30	per dozen.
75 dozen auger bits, Pugh's, $\frac{3}{8}$ -inch	5 50	per dozen.
30 dozen auger bits, Pugh's, $\frac{1}{2}$ -inch	7 60	per dozen.
1 dozen screw augers, Cook's, $\frac{1}{2}$ -inch	8 06	per dozen.
1 dozen screw augers, Cook's, $\frac{3}{4}$ -inch	12 00	per dozen.
1 dozen screw augers, Cook's, 1-inch	16 25	per dozen.
1 dozen screw augers, Cook's, $1\frac{1}{8}$ -inch	18 00	per dozen.
1 dozen screw augers, Cook's, $1\frac{1}{2}$ -inch	24 25	per dozen.
1 dozen screw augers, Cook's, $1\frac{3}{4}$ -inch	30 50	per dozen.
$1\frac{1}{2}$ dozen screw augers, Cook's, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2, $2\frac{1}{4}$, and 2 $\frac{1}{2}$ inches, (two of each size)	45 00	per dozen.
6 dozen screw augers, Cook's, 6 of $\frac{3}{4}$, 6 of $\frac{7}{8}$, 6 of 1, 6 of $1\frac{1}{8}$, 6 of $1\frac{1}{4}$, 6 of $1\frac{3}{8}$, 6 of $1\frac{1}{2}$, 2 of $1\frac{5}{8}$, 4 of $1\frac{3}{4}$, 2 of $1\frac{7}{8}$, 6 of 2, 2 of $2\frac{1}{8}$, 2 of $2\frac{1}{4}$, 2 of $2\frac{3}{8}$, 2 of $2\frac{1}{2}$, 2 of $2\frac{5}{8}$, 2 of $2\frac{3}{4}$, 2 of $2\frac{7}{8}$, and 2 of 3 inches	30 50	per dozen.

All the above to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

WILLIAM Y. AGARD. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 27, anthracite coal.

620 tons (2,240 pounds) broken Lehigh steamboat coal..... \$9 95 per ton.

All of the above coal to be of the best quality of its kind. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

JOSEPH H. DOWNING. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 30, semi-bituminous Broad Top coal.

800 tons (2,240 pounds) semi-bituminous Broad Top coal for
smith's use..... \$14 00 per ton.

All of the above coal to be of the best quality of its kind, and free from lumps. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

One-third part to be delivered on or before the 1st November next; one third part on or before the 1st February; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twelve days.

C. & J. COOPER. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 32, machinery and tools.

4 floats for sectional dry-dock, 24 feet 7 inches long, by 19 feet 10 inches wide, and 6 feet deep, each float to weigh 36,000 pounds.....	\$0 25	per pound.
1 first-class horizontal high-pressure steam-engine, 12 inches diameter of cylinder, 36 inches stroke, with band fly-wheel, 10 feet diameter, 20 inches face, with the face of the band-wheel turned off true for belt to work smoothly on; together with force-pump suitable to feed boilers; to have a proper governor to regulate the speed; steam and feed pipes to connect engine to boilers, with all the necessary cocks belonging thereto; to have three plain cylinder boilers, made of the best Pennsylvania A No. 1 charcoal iron, No. 3, Birmingham gauge, to be 36 inches diameter, 28 feet long, with steam and feed connecting-pipes, blow-off cocks, gauge-cocks, safety-valve, fire fronts, grates and bearers, bars, cleaning doors, &c., &c., with foundation, setting, and stack.....	13,850 00	each.
1 first-class jig-saw, with patent carriage, rollers, and frame	1,500 00	each.
1 first-class circular saw, with patent carriage and frame...	1,500 00	each.
1 hoisting and hauling machine, for jig and circular saws..	375 00	each.
1 first-class wood planer, 30 inches bed, 70 feet long	800 00	each.
1 first-class wood planer, 60 inches bed, 12 feet long.....	750 00	each.
1 hoisting and hauling machine, for wood planers	375 00	each.
The above engine, saws, and machines to be supplied with all the necessary belting, shafting, hangers, &c., for running the same, and to be fitted complete.		
4 clutches for pumps for line shafting, 200 pounds, pattern at yard	07½	per pound.
12 universal couplings for line shafting, 264 pounds, patterns at yard	07½	per pound.
2 large bevel wheels for floats, 110 pounds, patterns at yard	07½	per pound.
2 small bevel wheels for floats, 80 pounds, patterns at yard..	07½	per pound.
12 grate bars, 672 pounds, patterns at yard.....	07½	per pound.
8 guides for vertical shaft on floats, 116 pounds, patterns at yard'	07½	per pound.
12 wale-shore racks, 144 pounds, patterns at yard.....	07½	per pound.
6 heel castings for wale shores, 66 pounds, patterns at yard	07½	per pound.
12 racks for bilge-ways, 312 pounds, patterns at yard	07½	per pound.
6 pawl-holders for bilge blocks, 36 pounds, patterns at yard	07½	per pound.
3 suction pipes for lifting pumps, 2,100 pounds, patterns at yard.....	07½	per pound.
24 friction rollers for segment posts, 528 pounds, patterns at yard.....	07½	per pound.
3 stands for lifting pumps, 540 pounds, patterns at yard...	07½	per pound.
4 brackets for pump brakes, 360 pounds, patterns at yard..	07½	per pound.
3 bevel wheels for slewing cranes, 108 pounds, patterns at yard.....	07½	per pound.
1 sleeve for slewing gear, 50 pounds, pattern at yard.....	07½	per pound.
1 sleeve for end of crane, 86 pounds, pattern at yard.....	07½	per pound.
1 sleeve to guide drum, 116 pounds, pattern at yard	07½	per pound.
2 sheaves for bucket bail, 172 pounds, patterns at yard	07½	per pound.
2 clutches for engine shaft, 68 pounds, patterns at yard ...	07½	per pound.
2 small star wheels for crane, 44 pounds, patterns at yard..	07½	per pound.
2 shoes for speed, 180 pounds, patterns at yard	07½	per pound.
1 short link hoisting chain, seven-eighths inch, 43½ fathoms long, 46 pounds to the fathom, (2,001 pounds)	25	per pound.
1 short link backing chain, nine-sixteenths inch, 12 fathoms long, 18 pounds to the fathom, (216 pounds)..	25	per pound.
85 lap-welded wrought-iron boiler flues, 9 feet long, 2 inches outside diameter, sample at yard.....	7 20	each.

1 forming machine, extra large and double geared, 3-inch rolls, and 37 inches long, No. 00.....	\$110 00	each.
4 Ashcroft's, 7 inches, brass steam gauge, with siphons, &c., attached, complete.....	35 00	each.

The four floats to be made of the best wrought iron, $\frac{3}{8}$ -inch thick, and well riveted to substantial floor and deck beams; to be securely fastened at the sides with vertical braces, connected with the top and bottom of the float; also with diagonal braces connecting with the deck beams and bottom; also vertical braces connecting in the centre of the float from beam to bottom. The floats to be water-tight, and to have a composition valve located in such manner as to drain the floats. Each float to have two good coats of red lead, and to be in every respect like those in use, and to be finished in a workmanlike manner, with the exception of the wooden decks, which are not to be furnished.

The whole to be delivered within six months from and after date of contract, unless earlier required, with a notice of twelve days.

NOT BID FOR.

Class A, bilge-water indicators.

18 bilge-water indicators, Barry, Waples & Singleton's patent.	each.
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The whole to be furnished and put up satisfactorily on or before the 1st of November next, unless earlier required, with a notice of twelve days.

NOT BID FOR.

Class B, spark-arresters.

2 Griffith's patent spark-arresters, $16\frac{5}{8}$ inches inside diameter	each.
2 Griffith's patent spark-arresters, $21\frac{1}{4}$ inches inside diameter	each.

All to be furnished and fitted satisfactorily on or before the 1st of November next, unless earlier required, with a notice of twelve days.

NOT BID FOR.

Class C, pitch-house.

For building a pitch-house according to plans and specifications to be seen at the navy yard. Bidders will name the time in which they will complete the work.

Schedule of materials required at the United States Naval Asylum, Philadelphia, Pennsylvania, for the year ending June 30, 1865.

HENRY W. SCOTT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 1, clothing.

WINTER.

60 pea coats, coarse blue pilot cloth.....	\$20 75	each.
60 jackets, blue cloth.....	15 52	each.
100 vests, blue cloth.....	5 44	each.
160 pairs pants, blue cloth.....	11 17	per pair.
500 shirts, (over,) white cotton.....	2 40	each.
600 shirts, (under,) blue flannel, indigo dye.....	3 84	each.
100 pairs drawers, blue flannel, indigo dye.....	3 84	per pair.
200 shirts, (under,) Canton flannel, unbleached.....	2 40	each.
125 pairs drawers, Canton flannel, unbleached.....	2 40	per pair.
100 kerchiefs, black silk, for the neck.....	2 00	each.
350 pairs half hose, woollen.....	62 $\frac{1}{2}$	per pair.

SUMMER.

50 jackets, brown linen drilling.....	\$3 75	each.
50 vests, buff linen drilling.....	2 63	each.
150 pairs pants, white duck.....	3 78	per pair.

10 pairs drawers, white cotton drilling.....	\$2 37	per pair.
600 pairs half hose, cotton.....	50	per pair.
400 pocket handkerchiefs, cotton.....	48	each.

The clothing to be made by measure, and all articles to be delivered as required.

WILLIAM MULDOON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 2, hats, boots, shoes, &c.

50 hats, black felt.....	\$2 60	each.
25 pairs half boots, calf-skin.....	4 75	per pair.
150 pairs laced boots, navy pattern.....	2 75	per pair.
100 pairs slippers.....	1 50	per pair.
75 pairs boots and shoes, half-soled.....	75	per pair.
75 pairs boots and shoes, heeled.....	25	per pair.
To be delivered as required.		

WILLIAM F. ULMER. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 3, provisions.

26,000 pounds beef, fresh, and best quality.....	\$0 15 ⁹ / ₁₀	per pound.
16,000 pounds beef, corned, and best quality.....	15	per pound.
2,500 pounds mutton, fresh, and best quality.....	12 ¹ / ₂	per pound.
2,000 pounds salt pork, best quality.....	25	per pound.
1,200 pounds bacon, first quality.....	25	per pound.
6,500 pounds veal, fresh, best quality.....	12 ¹ / ₂	per pound.
675 pounds dried beef, best quality.....	28	per pound.
600 pounds poultry, best quality.....	25	per pound.
200 pounds lamb, fresh, best quality.....	18	per pound.
1,000 pounds fish, fresh, best quality.....	25	per pound.
35,000 pounds vegetables, fresh, best quality.....	06	per pound.
750 bushels potatoes.....	2 00	per bushel.
10 bushels best dried white beans.....	3 50	per bushel.
To be delivered daily as required.		

WILLIAM PATTON. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 4, groceries.

7,000 pounds butter, best quality.....	\$0 60	per pound.
7,000 pounds sugar, best brown.....	25	per pound.
2,700 pounds coffee, per sample.....	50	per pound.
450 pounds tea, per sample.....	1 50	per pound.
2,000 pounds rice, best quality.....	18	per pound.
1,200 pounds flour, superfine.....	06	per pound.
200 pounds boxed raisins.....	30	per pound.
100 pounds mustard.....	50	per pound.
200 pounds pepper.....	50	per pound.
4 pounds assorted spices.....	2 00	per pound.
2,500 pounds fish, salt cod.....	10	per pound.
2,000 pounds mackerel, No. 1.....	12 ¹ / ₂	per pound.
450 pounds starch.....	14	per pound.
150 pounds soda, washing.....	08	per pound.
8 pounds indigo.....	2 00	per pound.
3,200 pounds hard soap, best.....	15	per pound.
100 gallons best New Orleans molasses.....	1 10	per gallon.
3,000 gallons milk, best quality.....	40	per gallon.
200 gallons cider vinegar.....	35	per gallon.
10 gallons winter-strained oil.....	2 25	per gallon.
30 bushels salt.....	1 85	per bushel.
4 barrels pickles.....	7 00	per barrel.
30 barrels best soft soap, each barrel to contain 30 gallons..	4 00	per barrel.
500 eggs, fresh.....	3 00	per 100.
To be delivered monthly as required.		

HENRY A. SCOTT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 5, dry goods.

300 yards heavy bleached muslin sheeting, two yards wide....	\$1 40	per yard.
300 yards huckaback towelling, per sample.....	68	per yard.
75 yards crash, for dish-towels, per sample.....	45	per yard.
6 dozen spools Brooks's cotton, assorted.....	1 75	per dozen.
5 papers sewing needles, assorted.....	40	per paper.

To be delivered as required.

WILLIAM FOLEY. DATE OF CONTRACT, SEPTEMBER 28, 1864.

Class No. 6, bread, &c.

47,000 pounds best fresh bread.....	\$0 06	per pound.
150 mince pies, size of dinner plates.....	06	each.
75 fruit pies, size of dinner plates.....	06	each.

To be delivered daily as required.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 7, tobacco.

2,000 pounds chewing tobacco, best, and free from stems....	\$0 79	per pound.
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To be delivered 500 pounds each quarter.

THOMAS E. CAHILL, PRES'T. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 8, coal.

75 tons furnace coal (2,240).....	\$13 20	per ton.
100 tons range coal (2,240).....	13 20	per ton.

To be delivered and stowed as required.

WILLIAM F. SIMES & SON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 9, paints, oils, glass, &c.

100 pounds white lead	\$0 22	per pound.
50 pounds black paint, in oil.....	15	per pound.
40 pounds putty	07	per pound.
1 box assorted window glass	8 50	per box.
3 gallons neat's-foot oil	2 00	per gallon.
6 gallons spirits of turpentine.....	4 00	per gallon.
1 gallon copal varnish	6 00	per gallon.
2 gallons lacquer.....	1 75	per gallon.
1 gallon Japan drying.....	2 50	per gallon.
2 gallons spirits of wine.....	4 00	per gallon.

To be delivered as required.

LEWIS THOMPSON & CO. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 11, lumber.

200 feet 1½-inch pine lumber, board measure	\$65 00	per M feet.
300 feet two-inch pine lumber, board measure	40 00	per M feet.
800 feet panel boards, twenty-two inches wide.....	80 00	per M feet.
700 feet hemlock lumber, best quality, sizes as required..	25 00	per M feet.
300 feet ash lumber, best quality. sizes as required	65 00	per M feet.
2,000 feet white pine boards, 1st common	65 00	per M feet.
200 feet No. 1 heart yellow pine flooring, free from knots, planed and matched, four inches wide.....	60 00	per M feet.

To be delivered as required, and all to be well seasoned.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 12, firewood.

16 cords yellow pine wood \$10 00 per cord.

Eight cords to be delivered in fifteen days from date of contract, and the balance by the 1st of January, 1865.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 13, provender.

250 bushels oats, best quality, (32 pounds to the bushel) ---	\$1 10 per bushel.
50 bushels bran, double bushels	80 per bushel.
20 bushels corn	2 00 per bushel.
50 bundles rye straw	20 per bundle.

To be delivered as required.

WILLIAM L. MADDOCK. DATE OF CONTRACT, SEPTEMBER 28, 1864.

Class No. 14, miscellaneous.

5 bushels pewter sand	\$0 50 per bushel.
10 sweeping brushes	2 50 each.
18 dusting brushes	1 00 each.
8 dozen hand scrubs	6 50 per dozen.
2 dozen clamp scrubs	20 00 per dozen.
12 dozen corn brooms	10 00 per dozen.
6 whitewash brushes	2 00 each.
8 dozen table knives, cast steel	3 00 per dozen.
8 dozen table forks, cast steel	3 00 per dozen.
8 dozen table spoons, Britannia	4 00 per dozen.
2 dozen delf pitchers	20 00 per dozen.
10 dozen bowls, quarts, ironstone	6 00 per dozen.
12 dozen soup plates, ironstone	6 00 per dozen.
15 dozen tumblers, glass	4 00 per dozen.
50 dozen boxes blacking	1 00 per dozen.
4 dozen shoe brushes	10 00 per dozen.
3 dozen pitchers, ironstone	10 00 per dozen.
1 dozen tin pitchers	10 00 per dozen.
2 dozen chambers, ironstone	12 00 per dozen.
18 painted buckets	1 00 each.
2 dozen tin washbasins	9 00 per dozen.
1 dozen dust pans	12 00 per dozen.
1 dozen Bath bricks	1 00 per dozen.
6 molasses bottles	50 each.
6 vinegar bottles	50 each.
1 dozen spittoons, stoneware	12 00 per dozen.
2 dozen clothes whisks	6 00 per dozen.
20 gross beach clothes pins	1 00 per gross.
6 clothes baskets	10 00 each.
4 clothes lines, per sample	2 00 each.
6 washtubs, per sample	5 00 each.
8 washboards, zinc	1 00 each.
6 flatirons, per sample	1 00 each.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 15, hardware.

10 hanks sash cord	25 per hank.
1 dozen door locks, assorted	10 00 per dozen.
6,000 tacks, assorted	10 per M.
4 pounds sprigs, assorted	20 per pound.
12 padlocks, per sample	50 each.

3 pounds glue.....	\$0 25 per pound.
2 currycombs.....	30 each.
2 horse brushes.....	1 00 each.
3 dozen pairs iron butt hinges, assorted.....	1 50 per dozen.
1 dozen coal scuttles, No. 20, sheet iron.....	24 00 per dozen.
2 pounds copper bell wire.....	1 00 per pound.
200 pounds cut nails, assorted sizes.....	12 per pound.
10 pounds wrought nails, assorted sizes.....	15 per pound.
1½ dozen saw files.....	4 00 per dozen.
6 gimlets, assorted.....	05 each.
6 scythe stones and rifles.....	10 each.
2 bucksaws.....	1 00 each.
6 brad awls.....	05 each.
4 bake pans, iron, 22¼ inches long, 16¼ inches wide, 4 inches deep.....	2 50 each.
To be delivered as required.	

FERDINAND FOSTER. DATE OF CONTRACT, SEPTEMBER 28, 1864.

Class No. 16, stationery.

10 blank books, printed and ruled, per sample.....	\$9 00 each.
2 requisition books, per sample, printed.....	7 00 each.
2 ledgers, per sample, printed.....	8 00 each.
25 quires blank bill heads, per sample.....	1 50 per quire.
5 quires account current, per pattern.....	1 50 per quire.
1 log-book, per sample.....	4 00 each.
5 quires money requisitions, two kinds, per samples.....	1 00 per quire.
5 quires monthly muster-rolls of officers, &c., per sample.....	2 00 per quire.
5 quires reports of pensioners, per sample.....	2 00 per quire.
½ ream reports of admissions, deaths, and changes, per sample.....	15 00 per ½ ream.
½ ream pay-rolls, per sample.....	15 00 per ½ ream.
½ ream muster-rolls, per sample.....	10 00 per ½ ream.
½ ream reports of absentees, per sample.....	10 00 per ½ ream.
6 reams cap paper, printed, as per sample.....	13 00 per ream.
6 reams letter paper, printed, as per sample.....	8 00 per ream.
1,200 legal envelopes, per sample, printed.....	2 00 per 100.
2,400 letter envelopes, printed, as per sample.....	75 per 100.
6 boxes steel pens, best.....	1 25 per box.
12 bottles black ink, (quarts).....	1 00 per bottle.
12 bottles copying ink, (quarts).....	3 00 per bottle.
4 bottles carmine ink.....	30 per bottle.
4 bottles mucilage.....	75 per bottle.
8 dozen lead pencils, Faber's.....	1 50 per dozen.
2 dozen sticks sealingwax.....	1 50 per dozen.
8 dozen pieces red tape.....	1 25 per dozen.
12 memorandum books, assorted.....	60 each.
6 penknives, best quality.....	3 00 each.
8 dozen penholders.....	75 per dozen.
3 dozen soapstone slate pencils.....	12 per dozen.
8 reams note paper, best, thick.....	5 00 per ream.
1 pair large paper shears.....	3 00 per pair.
2 copying books, 500 pages each.....	4 00 each.
1 parallel ruler, 18 inches long, ebony.....	2 00 each.
6 quires envelope paper.....	1 00 per quire.
2 pen-racks.....	25 each.
2 quires copying paper.....	50 per quire.
2 paper-cutters, ivory.....	75 each.
2 portfolios, large size.....	3 00 each.
2 large inkstands.....	2 50 each.
2 paper weights.....	50 each.
2 steel ink erasers, best quality.....	88 each.
2 boxes blotting sand, 1 quart each.....	25 each.
1 box for blotting sand.....	25 each.
50 sheets Turkey mills drawing paper, 40 by 26.....	70 per sheet.
1 box instruments to contain 15 pieces, first quality....	20 00 per box.
To be delivered as required.	

Schedule of materials required for the United States navy yard, Washington, D. C., for the year ending June 30, 1865.

GEORGE H. PLANT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 1, bricks.

700,000 hard red bricks, hand-made.....	\$15 90 per M.
58,000 straight fire-bricks.....	97 00 per M.
3,000 No. 1 fire-bricks.....	97 00 per M.
3,000 No. 2 fire-bricks.....	90 00 per M.
3,000 No. 3 fire-bricks.....	80 00 per M.
3,000 wedge fire-bricks.....	97 00 per M.
3,000 soap fire-bricks.....	90 00 per M.
1,500 split fire-bricks.....	90 00 per M.

All the above fire-brick to be of the manufacture of New, Kennet & Co., Philadelphia, Pa., or Mount Savage, and of the best quality.

To be delivered as required.

NICHOLAS ACKER. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 2, stone.

200 perches Potomac building stone.....	\$5 75 per perch.
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To be delivered within thirty days from date of contract.

F. S. BLETZ. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 4, yellow pine lumber.

10,000 feet (board measure) best Eastern shore 3-inch yellow pine plank, from 9 to 12 inches wide, and from 18 to 25 feet long.....	\$70 00 per M feet.
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The above lumber to be free from sap, rents, bad knots, &c.

To be delivered as required.

F. S. BLETZ. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 5, oak and hard wood.

1,000 cubic feet of hewn white oak square timber, from 30 to 40 feet long, not less than 11 inches at the small end.....	\$700 00 per M feet.
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To be delivered as required.

F. S. BLETZ. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

20,000 feet board measure 3-inch white pine plank, from 25 to 45 feet long, not more than 12 and not less than 10 inches wide.....	\$45 00 per M feet.
5,000 feet board measure 3-inch white pine plank, from 20 to 40 feet long, and not more than 18 inches nor less than 12 inches wide.....	45 00 per M feet.
The above lumber to be free from bad knots, rents, and sawed to parallel edges.	
6,000 feet board measure 2-inch white pine, No. 1, 16 feet lengths.....	70 00 per M feet.
6,000 feet board measure 1½-inch white pine, No. 1, 16 feet lengths.....	70 00 per M feet.
8,300 feet board measure 1-inch white pine, No. 1, 16 feet lengths.....	70 00 per M feet.
500 feet board measure ½-inch white pine, No. 1, 16 feet lengths.....	70 00 per M feet.

1, 000 feet board measure 3-inch white pine, No. 2, 16 feet lengths.....	\$60 00 per M feet.
5, 000 feet board measure 2½-inch white pine, No. 2, 16 feet lengths.....	60 00 per M feet.
21, 000 feet board measure 2-inch white pine, No. 2, 16 feet lengths.....	60 00 per M feet.
10, 000 feet board measure 1½-inch white pine, No. 2, 16 feet lengths.....	60 00 per M feet.
4, 250 feet board measure 1-inch white pine, No. 2, 16 feet lengths.....	60 00 per M feet.
8, 000 feet board measure white pine, ⅞ of an inch to be mill-worked, tongued and grooved, planed on both sides, square to the edges, from 3 to 5 inches wide, well seasoned, No. 2.....	65 00 per M feet.
8, 000 feet board measure 2-inch white pine, No. 3, 16 feet lengths.....	45 00 per M feet.
20, 000 feet board measure 1-inch white pine, No. 3, 16 feet lengths.....	45 00 per M feet.
All of the above white pine to be seasoned.	
10 pieces of white pine timber, 37 feet long, 9 by 9 inches at the head, and 9 by 14 inches at the heel.....	18 50 per piece.
10 pieces white pine timber, 34 feet long, 9 by 16 inches, No. 2.....	19 38 per piece.
5 pieces white pine timber, 14 feet long, 9 by 16 inches, No. 2.....	7 98 per piece.
5 pieces white pine timber, 30 feet long, 9 by 16 inches, No. 2.....	17 10 per piece.
1 piece white pine timber, 18 feet long, 9 by 16 inches, No. 2.....	10 26 per piece.
1 piece white pine timber, 12 feet long, 9 by 16 inches, No. 2.....	6 84 per piece.
5 pieces white pine timber, 18 feet long, 12 by 9 inches, No. 2.....	7 70 per piece.
12 pieces white pine timber, 24 feet long, 12 by 10 inches, No. 2.....	11 40 per piece.
16 pieces white pine timber, 24 feet long, 8 by 8 inches at the head, and 8 by 10 at the heel.....	7 60 per piece.
8 pieces white pine timber, 14 feet long, 8 by 10 inches, No. 2.....	4 50 per piece.
8 pieces white pine timber, 42 feet long, 8 by 12 inches, No. 2.....	15 96 per piece.
16 pieces white pine timber, 10 feet long, 8 by 12 inches, No. 2.....	3 80 per piece.
1 piece white pine timber, 40 feet long, 8 by 12 inches, No. 2.....	15 20 per piece.
12 pieces white pine timber, 40 feet long, 10 by 14 inches, No. 2.....	22 20 per piece.
20 pieces white pine timber, 18 feet long, 7 by 9 inches, No. 2.....	4 52 per piece.
34 pieces white pine timber, 25 feet long, 4 by 9 inches, No. 2.....	3 57 per piece.
20 pieces white pine timber, 18 feet long, 8 by 8 inches, No. 2.....	4 56 per piece.
30 pieces white pine timber, 18 feet long, 6 by 6 inches, No. 2.....	2 57 per piece.
35 pieces white pine timber, 18 feet long, 5 by 5 inches, No. 2.....	1 81 per piece.
7, 500 feet white pine timber, 32 feet long, 4 by 6 inches, No. 2.....	47 50 per M feet.
60 pieces scantling white pine, 16 feet long, 4 by 4 inches, No. 2.....	1 00 per piece.
100 pieces scantling white pine, 16 feet long, 3 by 4 inches, No. 2.....	76 per piece.
560 white pine joists, 14 feet long, 3 by 12 inches, No. 2,	2 00 each.

340 white pine joists, 20 feet long, 3 by 12 inches, No. 2, \$2 85 each.

All the timber to be sawed to the size given, and free from bad knots and rents, and to be delivered within sixty days from date of contract.

NICHOLAS ACKER. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 7, lime, hair, and plaster.

810 barrels best wood-burnt Potomac lime, in barrels of 200 pounds each.....	\$1 75 per barrel.
6 barrels best calcined plaster.....	3 50 per barrel.
To be delivered as required.	

GEORGE H. PLANT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 8, cement.

275 barrels fresh hydraulic cement, best quality, 300 pounds to the barrel.....	\$2 40 per barrel.
To be delivered as required.	

NICHOLAS ACKER. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 9, gravel and sand.

600 barrels clean, sharp river building sand.....	\$0 28 per barrel.
To be delivered as required.	

GEORGE H. PLANT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 9½, moulding and fire-sand and fire-clay.

20 tons of 2,000 pounds No. 1 Albany moulding sand, as per sample at the yard.....	\$6 00 per ton.
214 cart loads core sand, 15 bushels to the load, as per sample at the yard.....	1 30 per load.
210 cart loads red sand, 15 bushels to the load, as per sample at the yard.....	1 25 per load.
15 cart loads bottom sand, 15 bushels to the load, as per sample at the yard.....	2 00 per load.
200 cart loads Georgetown moulding sand.....	2 00 per load.
10 bushels sharp sand.....	10 per bushel.
1,230 bushels best fire-sand, as per sample.....	25 per bushel.
To be delivered as required.	

JOHN R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 11, iron, iron nails and spikes.

400 pounds American sheet iron, from Nos. 16 to 24, wire gauge.....	\$0 16 per pound.
100 pounds Russia sheet iron.....	50 per pound.
21,600 pounds round bar iron, from $\frac{3}{8}$ to 4 inches diameter.....	10 per pound.
200 pounds square bar iron, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch.....	15 per pound.
1,000 pounds flat bar iron, $3\frac{1}{2}$ by $\frac{3}{4}$ inch.....	12 per pound.
1,000 pounds flat bar iron, 3 by 1 inch.....	11 per pound.
1,500 pounds flat bar iron, $2\frac{1}{2}$ by $\frac{3}{4}$ inch.....	11 per pound.
500 pounds flat bar iron, 2 by $\frac{1}{2}$ inch.....	15 per pound.
450 pounds flat bar iron, $1\frac{3}{8}$ by $1\frac{1}{2}$ inch.....	14 per pound.
400 pounds flat bar iron, 2 by $\frac{3}{8}$ inch.....	13 per pound.
200 pounds flat bar iron, $1\frac{1}{2}$ by $\frac{1}{4}$ inch.....	14 per pound.
5,400 pounds square bar iron, from $\frac{1}{2}$ to $1\frac{1}{8}$ inch.....	10 per pound.
1,400 pounds wrought-iron spikes, 6 to 7 inches.....	15 per pound.
19,700 pounds iron cut nails, from 3d. to 40d., assorted.....	10 per pound.

200 pounds iron wire, Nos. 5 to 20	\$0 15	per pound.
100 feet cold-rolled iron shafting, 3 inches diameter	3 00	per foot.
100 feet cold-rolled iron shafting, 2½ inches diameter	2 50	per foot.
100 feet cold-rolled iron shafting, 2 inches diameter	2 00	per foot.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 12, steel.

4,000 pounds best cast steel, from ¾ to 2½ inches square	\$0 40	per pound.
1,200 pounds octagon cast steel, from ¾ to 1 inch	40	per pound.
1,000 pounds best cast steel, 2 inches square	40	per pound.
400 pounds best cast steel, 1½ inch square	40	per pound.
400 pounds best cast steel, 1¼ inch square	40	per pound.
300 pounds best cast steel, 7⁄8 inch, octagon	40	per pound.
100 pounds best cast steel, 4⁄8 inches wide, 1 inch thick	40	per pound.
200 pounds best cast steel, ¾ to 3 inches square	40	per pound.
100 pounds best cast steel, ¾ to 1½ inch, octagon	40	per pound.
100 pounds best cast steel, 3 inches wide, ½ inch thick	40	per pound.
100 pounds best shear steel, 4 inches wide, ½ inch thick	42	per pound.
250 pounds best shear steel, 3 by 5½ inches	42	per pound.
250 pounds best shear steel, 2½ by ½ inch	42	per pound.
1,500 pounds best cast steel, ½ by 1½ inch square	40	per pound.
500 pounds best cast steel, 1¾ by 2 inches square	40	per pound.
300 pounds best cast steel, 1½ by 1 inch square	40	per pound.
200 pounds best cast steel, 1 by ¾ inch square	40	per pound.
100 pounds best cast steel, 1¼ by ¾ inch square	40	per pound.
500 pounds best cast steel, 2½ inches square	40	per pound.
150 pounds best cast steel, ½ to 1½ inch round	30	per pound.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 13, pig iron.

150 tons best American pig iron, No. 1, 2,240 pounds to the ton	\$80 00	per ton.
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To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 14, files.

4 dozen 18-inch hand bastard files	\$30 00	per dozen.
14 dozen 16-inch hand bastard files	23 00	per dozen.
4 dozen 15-inch hand bastard files	19 00	per dozen.
30 dozen 14-inch hand bastard files	16 00	per dozen.
34 dozen 12-inch hand bastard files	11 00	per dozen.
40 dozen 10-inch hand bastard files	7 50	per dozen.
26 dozen 8-inch hand bastard files	5 50	per dozen.
11 dozen 6-inch hand bastard files	3 70	per dozen.
1 dozen 18-inch round bastard files	29 00	per dozen.
12 dozen 16-inch round bastard files	21 00	per dozen.
12 dozen 14-inch round bastard files	14 50	per dozen.
20 dozen 12 inch round bastard files	10 25	per dozen.
14 dozen 10-inch round bastard files	7 00	per dozen.
5 dozen 8-inch round bastard files	4 75	per dozen.
7 dozen 6-inch round bastard files	3 40	per dozen.
4 dozen 18-inch flat bastard files	27 00	per dozen.
27 dozen 16-inch flat bastard files	19 00	per dozen.
4 dozen 15-inch flat bastard files	15 75	per dozen.
22 dozen 14-inch flat bastard files	12 60	per dozen.
34 dozen 12-inch flat bastard files	9 20	per dozen.
32 dozen 10-inch flat bastard files	6 50	per dozen.
15 dozen 8-inch flat bastard files	4 50	per dozen.

2 dozen 6-inch flat bastard files.....	\$3 10	per dozen.
12 dozen 16-inch half-round bastard files.....	21 00	per dozen.
36 dozen 14-inch half-round bastard files.....	14 40	per dozen.
41 dozen 12-inch half-round bastard files.....	10 25	per dozen.
25 dozen 10-inch half-round bastard files.....	7 00	per dozen.
28½ dozen 8-inch half-round bastard files.....	4 75	per dozen.
33 dozen 6-inch half-round bastard files.....	3 40	per dozen.
2 dozen 18-inch four-square bastard files.....	27 00	per dozen.
5 dozen 16-inch four-square bastard files.....	19 00	per dozen.
10 dozen 14-inch four-square bastard files.....	12 75	per dozen.
11 dozen 12-inch four-square bastard files.....	9 20	per dozen.
13 dozen 10-inch four-square bastard files.....	6 50	per dozen.
12 dozen 8 inch four-square bastard files.....	4 50	per dozen.
4 dozen 6-inch four-square bastard files.....	3 00	per dozen.
2 dozen 18-inch three-square bastard files.....	27 00	per dozen.
2 dozen 16-inch three square bastard files.....	19 00	per dozen.
4 dozen 14-inch three-square bastard files.....	12 75	per dozen.
6 dozen 12-inch three-square bastard files.....	9 20	per dozen.
6 dozen 10-inch three-square bastard files.....	6 50	per dozen.
1 dozen 8-inch three-square bastard files.....	4 50	per dozen.
1 dozen 10-inch knife-edge bastard files.....	12 00	per dozen.
2 dozen 8-inch knife-edge bastard files.....	8 50	per dozen.
2 dozen 6-inch knife-edge bastard files.....	3 50	per dozen.
1 dozen 16-inch flat rough files.....	19 00	per dozen.
21 dozen 16-inch half-round rough files.....	19 00	per dozen.
12 dozen 14-inch hand smooth files.....	20 00	per dozen.
15 dozen 12-inch hand smooth files.....	14 50	per dozen.
15 dozen 10-inch hand smooth files.....	9 75	per dozen.
10 dozen 8-inch hand smooth files.....	7 00	per dozen.
18 dozen 6-inch hand smooth files.....	5 20	per dozen.
2 dozen 4-inch hand smooth files.....	3 25	per dozen.
1 dozen 14-inch flat smooth files.....	15 50	per dozen.
5 dozen 12-inch flat smooth files.....	11 60	per dozen.
8 dozen 10-inch flat smooth files.....	8 20	per dozen.
5 dozen 8-inch flat smooth files.....	6 00	per dozen.
5 dozen 6-inch flat smooth files.....	4 20	per dozen.
3 dozen 14-inch half-round smooth files.....	15 50	per dozen.
4 dozen 12-inch half-round smooth files.....	11 60	per dozen.
5 dozen 10-inch half-round smooth files.....	8 30	per dozen.
8 dozen 8-inch half-round smooth files.....	6 20	per dozen.
5 dozen 6-inch half-round smooth files.....	4 20	per dozen.
9 dozen 14-inch round smooth files.....	15 50	per dozen.
11 dozen 12-inch round smooth files.....	11 60	per dozen.
13 dozen 10-inch round smooth files.....	8 30	per dozen.
5 dozen 8-inch round smooth files.....	6 20	per dozen.
4 dozen 6-inch round smooth files.....	4 20	per dozen.
1 dozen 14-inch four-square smooth files.....	13 00	per dozen.
2 dozen 12-inch four-square smooth files.....	9 20	per dozen.
3 dozen 10-inch four-square smooth files.....	6 70	per dozen.
2 dozen 8-inch four-square smooth files.....	4 60	per dozen.
2 dozen 6-inch four-square smooth files.....	3 20	per dozen.
1 dozen 14-inch three-square smooth files.....	19 00	per dozen.
1 dozen 12-inch three-square smooth files.....	14 00	per dozen.
2 dozen 10-inch three-square smooth files.....	9 00	per dozen.
2 dozen 8-inch three-square smooth files.....	6 60	per dozen.
2 dozen 6-inch three-square smooth files.....	4 70	per dozen.
3 dozen 4-inch three-square smooth files.....	3 30	per dozen.
6½ dozen 8-inch three-square taper saw files.....	6 00	per dozen.
20 dozen 4½-inch three-square taper saw files.....	2 40	per dozen.
66 dozen 4-inch three-square taper saw files.....	2 10	per dozen.
20 dozen 3½-inch three-square taper saw files.....	1 90	per dozen.
30 dozen 3-inch three-square taper saw files.....	1 90	per dozen.
3 dozen 6-inch whip-saw files.....	4 20	per dozen.
16 dozen 14-inch mill-saw files.....	13 00	per dozen.
12 dozen 12-inch mill-saw files.....	9 25	per dozen.
12 dozen 10-inch mill-saw files.....	6 60	per dozen.

4½ dozen 12-inch cabinet files.....	\$12 00	per dozen.
4 dozen 10-inch cabinet files.....	8 20	per dozen.
2 dozen 6-inch warding files.....	3 10	per dozen.
2 dozen 4-inch warding files.....	2 30	per dozen.
1 dozen 3-inch warding files.....	2 30	per dozen.
½ dozen 14-inch dead smooth files.....	35 00	per dozen.
½ dozen 12-inch dead smooth files.....	24 00	per dozen.
½ dozen 10-inch dead smooth files.....	16 50	per dozen.
½ dozen 8-inch dead smooth files.....	12 00	per dozen.
1 dozen 8-inch dead smooth files, potance.....	12 00	per dozen.
1 dozen 6-inch dead smooth files, potance.....	8 50	per dozen.
½ dozen 6-inch dead smooth files.....	8 50	per dozen.
1 dozen 8-inch half-round dead smooth files, potance..	13 50	per dozen.
1 dozen 6-inch half-round dead smooth files, potance..	9 00	per dozen.
2 dozen 8-inch rat-tail files.....	5 00	per dozen.
2 dozen 6-inch rat-tail files.....	3 30	per dozen.
6 dozen 12-inch half-round cabinet rasps.....	13 60	per dozen.
3 dozen 10-inch half-round cabinet rasps.....	9 00	per dozen.
2 dozen 16-inch horseshoe rasps.....	22 00	per dozen.

To be delivered as required, and all to be of equal quality to the best English stamp brands.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 15, paints, oils, and glass.

8,000 pounds pure white lead, in oil, Lewis's best.....	\$0 21	per pound.
6,000 pounds white French zinc, in oil.....	16	per pound.
4,000 pounds Spanish whiting, dry.....	03½	per pound.
3,000 pounds Spanish brown, dry.....	02½	per pound.
1,500 pounds French yellow ochre, dry.....	05	per pound.
200 pounds chrome green, dry.....	25	per pound.
10 pounds terra de sienna, raw and in lumps.....	25	per pound.
5 pounds best quality ultramarine blue, dry.....	80	per pound.
10 pounds English vermilion, dry.....	3 00	per pound.
400 pounds Blake's fire-proof chocolate color, dry.....	05	per pound.
700 gallons pure linseed oil, raw.....	1 90	per gallon.
100 gallons spirits turpentine.....	3 80	per gallon.
55 gallons spirits of wine, 95 per cent. proof.....	4 00	per gallon.
30 gallons copal varnish, No. 1.....	5 00	per gallon.
30 gallons best demar varnish.....	5 00	per gallon.
30 gallons Japan varnish.....	5 00	per gallon.
5 gallons English coach varnish.....	16 00	per gallon.
90 gallons Pennsylvania zinc dryer.....	3 00	per gallon.
600 feet of 12 by 14 inches best quality double thick Baltimore glass.....	27 00	per 100 feet.
600 feet of 11 by 15 inches best quality double thick Baltimore glass.....	27 00	per 100 feet.
400 feet of 14 by 16 inches best quality double thick Baltimore glass.....	29 00	per 100 feet.
700 feet of 10 by 12 inches best quality double thick Baltimore glass.....	24 00	per 100 feet.
500 feet of 14 by 18 inches best quality double thick Baltimore glass.....	29 00	per 100 feet.
100 feet of 14 by 22 inches best quality double thick Baltimore glass.....	29 00	per 100 feet.
900 feet of 10 by 15 inches best quality double thick Baltimore glass.....	24 00	per 100 feet.
100 feet of 9 by 14 inches best quality double thick Balti- more glass.....	23 00	per 100 feet.
100 feet of 12 by 18 inches best quality double thick Baltimore glass.....	27 00	per 100 feet.
100 feet of 8 by 15 inches best quality double thick Balti- more glass.....	23 00	per 100 feet.
200 feet of 12 by 17 inches best quality double thick Baltimore glass.....	27 00	per 100 feet.

300 feet of 12 by 20 inches best quality double thick Baltimore glass.....	\$29 00 per 100 feet.
200 feet of 26 by 32 inches best quality double thick Baltimore glass.....	42 00 per 100 feet.
900 feet of 12 by 16 inches best quality double thick Baltimore glass.....	27 00 per 100 feet.
100 feet of 10 by 16 inches best quality double thick Baltimore glass.....	27 00 per 100 feet.

To be delivered as required. The copal coach varnish must be manufactured from pure gum copal and spirits of turpentine, and the demar varnish from pure gum-demar and spirits of turpentine, and neither benzine nor benzole is to be used in the manufacture of any of the varnishes mentioned in this schedule.

BOEHM, RICE & Co. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 16, ship chandlery.

10 pounds gum-arabic	\$1 00 per pound.
45 pounds gum-shellac, orange color.....	1 75 per pound.
120 pounds borax.....	70 per pound.
400 pounds white chalk.....	03½ per pound.
17 pounds red chalk.....	15 per pound.
55 pounds sperm candles.....	60 per pound.
94 pounds emery.....	20 per pound.
230 pounds Irish glue.....	28 per pound.
25 pounds white glue.....	55 per pound.
25 pounds isinglass, best quality.....	2 00 per pound.
14 pounds bricklayers' hemp line.....	1 00 per pound.
3,000 pounds best belt leather, 18 to 24 pounds to the side.....	80 per pound.
1,500 pounds hose leather, 12 to 18 pounds to the side.....	80 per pound.
15 pounds white marlin.....	40 per pound.
400 pounds potash, dry.....	20 per pound.
3,600 pounds oakum, for wiping.....	18 per pound.
1,000 pounds long thread oakum.....	20 per pound.
289 pounds brown or yellow soap.....	19 per pound.
17 pounds castile soap.....	30 per pound.
5 pounds toilet soap.....	40 per pound.
80 pounds B. S. Babbitt's chemical erasive soap.....	25 per pound.
15 pounds pumice-stone, in lumps.....	06 per pound.
2½ pounds fine sponge, large size.....	3 25 per pound.
1,150 pounds clean leaf tallow.....	24 per pound.
2 pounds shoe-thread.....	1 50 per pound.
30 pounds whipping-twine.....	1 00 per pound.
30 pounds Mount Eagle tripoli.....	40 per pound.
1,500 pounds cotton waste.....	50 per pound.
27 pounds lampwick yarn.....	1 90 per pound.
86 sides of lacing leather.....	5 25 per side.
2 sides sole leather, for repairing pumps.....	9 00 per side.
3 barrels soft soap.....	5 00 per barrel.
2 carboys of vitriol, (200 pounds).....	09 per pound.
62½ dozen best corn brooms.....	4 50 per dozen.
13 dozen best hickory brooms.....	3 75 per dozen.
30 dozen best paint brushes, 000000, R. C. Smith, N. Y.....	30 00 per dozen.
30 dozen best ground-paint tools, No. 8, R. C. Smith, N. Y.....	5 00 per dozen.
12 dozen best paint dusters, as per sample at the yard.....	7 50 per dozen.
12 dozen best flat fitches, 1 inch wide.....	2 75 per dozen.
12 dozen best round fitches, ¼ inch diameter.....	1 25 per dozen.
12 dozen best round fitches, ⅜ inch diameter.....	1 00 per dozen.
12 dozen best camel-hair lettering pencils.....	4 00 per dozen.
1 dozen best varnish brushes, 000.....	19 50 per dozen.
12 dozen best glue brushes.....	3 00 per dozen.
6½ dozen best 10-knot whitewash brushes.....	10 00 per dozen.
2 dozen best 12-knot whitewash brushes.....	12 00 per dozen.
12½ dozen best double dusting brushes.....	9 00 per dozen.
¼ dozen best single dusting brushes.....	9 00 per dozen.

1 dozen best stove brushes.....	\$5 00	per dozen.
5 $\frac{2}{3}$ dozen hand scrubbing brushes.....	2 25	per dozen.
2 $\frac{1}{4}$ dozen best double-jointed two-foot rules, bound.....	16 00	per dozen.
3 dozen best Washatam oil-stones.....	5 00	per dozen.
$\frac{1}{2}$ dozen glass tumblers.....	3 75	per dozen.
$\frac{1}{6}$ dozen wash-basins.....	12 00	per dozen.
$\frac{1}{6}$ dozen pitchers, (wash).....	27 00	per dozen.
$\frac{1}{6}$ dozen porcelain wash-bowls, with valves, cocks, &c., complete.....	240 00	per dozen.
$\frac{1}{4}$ dozen Sawyer & Starr's water-closet enamelled wash- basins.....	360 00	per dozen.
$\frac{1}{6}$ dozen glaziers' diamonds.....	84 00	per dozen.
$\frac{1}{6}$ dozen best metallic tape-lines, 100 feet each.....	200 00	per dozen.
$\frac{1}{6}$ dozen best metallic tape-lines, 50 feet each.....	120 00	per dozen.
$\frac{1}{12}$ dozen best metallic tape-lines, 75 feet each.....	175 00	per dozen.
$\frac{1}{2}$ dozen packages friction matches.....	45 00	per dozen.
2 dozen papers British lustre.....	25	per dozen.
2 reams assorted emery cloth, Sibley's best.....	58 00	per ream.
13 reams assorted sandpaper.....	5 00	per ream.
50 yards white Canton flannel.....	1 12 $\frac{1}{2}$	per yard.
20 yards linen crash towelling.....	25	per yard.
5 yards white bunting.....	65	per yard.
8 chamois skins.....	75	each.
4 packages best gold leaf, deep shade.....	18 50	per package.
6 papers best copper bronze, No. 1500, gold color.....	2 25	per paper.
6 papers best crimson-color copper bronze.....	2 60	per paper.
2 water coolers, best, 3 gallons each.....	6 00	each.
9,000 numbers of Dixon-make American crucibles.....	14	per number.
14 barrels condemned flour, for foundry use.....	12 00	per barrel.
3 barrels condemned molasses, for foundry use.....	37 50	per barrel.
1 timber inspector's rule.....	2 00	each.
79 yards Brussels carpeting, (for storekeeper's office)....	4 00	per yard.
1 office stove.....	20 00	each.
3 grindstones, 3 feet diameter, 5 inches face.....	15 00	each.
1 grindstone, 1 foot diameter, 2 inches face.....	5 00	each.
1 two-foot iron rule.....	1 25	each.
2 barrels best quality thin tar.....	25 00	per barrel.
2 barrels best quality pitch.....	45 00	per barrel.
14 pairs 12-inch hand-bellows, for foundry use.....	2 80	per pair.
10 best quality spirit-levels.....	5 00	each.
40 fathoms 6-inch Manilla rope, (260 pounds).....	35	per pound.

To be delivered as required.

JOHN R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 17, hardware.

9 $\frac{1}{2}$ dozen patent ship augers, (374 quarters).....	\$0 25	per quarter.
24 $\frac{1}{3}$ dozen papers finishing nails, assorted sizes.....	1 20	per dozen.
3 dozen 14-inch hack-saw blades.....	15 00	per dozen.
$\frac{1}{2}$ dozen 15-inch hack-saw blades.....	15 00	per dozen.
3 dozen 28-inch upright saw blades.....	12 00	per dozen.
3 dozen 24-inch upright saw blades, $\frac{1}{4}$ to $\frac{1}{2}$ inch wide..	9 00	per dozen.
5 dozen turning chisels, assorted.....	4 00	per dozen.
5 dozen turning gouges, assorted.....	4 00	per dozen.
1 dozen 2-inch socket chisels.....	6 00	per dozen.
1 dozen 1-inch socket chisels.....	5 00	per dozen.
1 dozen 2-inch gouges.....	6 00	per dozen.
1 dozen $\frac{1}{2}$ -inch gouges.....	5 00	per dozen.
$\frac{1}{2}$ dozen gimlets, assorted.....	1 00	per dozen.
$\frac{1}{3}$ dozen high-pressure steam gauges.....	24 00	per dozen.
2 $\frac{1}{2}$ dozen large dividers, steel, from 12 to 14 inches.....	24 00	per dozen.
$\frac{1}{2}$ dozen pairs steel calipers, 12 to 24 inches, with thumb- screw.....	24 00	per dozen.
$\frac{1}{2}$ dozen tack hammers.....	12 00	per dozen.
$\frac{1}{2}$ dozen putty knives.....	12 00	per dozen.
1 dozen shoe-knives.....	2 00	per dozen.

$\frac{1}{2}$ dozen cutting plyers, large size.....	\$9 00 per dozen.
$\frac{1}{6}$ dozen screw plates, Nos. 7 and 9, with taps, complete,	48 00 per dozen.
8 dozen steel-pointed picks, with handles.....	19 00 per dozen.
$5\frac{1}{3}$ dozen No. 2 short-handle shovels, Ames's best.....	21 00 per dozen.
8 dozen No. 3 short-handle shovels, Ames's best.....	21 00 per dozen.
8 dozen steel blades, moulding shovels, best.....	20 00 per dozen.
3 dozen long-handle shovels, Ames's best.....	18 00 per dozen.
$4\frac{1}{2}$ dozen scoop shovels, Ames's best.....	16 00 per dozen.
1 dozen spades, Ames's best.....	24 00 per dozen.
$2\frac{1}{2}$ dozen steel squares, 2 feet long.....	18 00 per dozen.
$\frac{1}{2}$ dozen tinner's snips, No. 8.....	40 00 per dozen.
$\frac{1}{12}$ dozen compass saws.....	12 00 per dozen.
$\frac{1}{4}$ dozen handsaws, assorted.....	44 00 per dozen.
$\frac{1}{6}$ dozen fine circular cross-cut saws, 18 inches, hole in the centre 2 inches.....	96 00 per dozen.
$\frac{1}{6}$ dozen fine circular cross-cut saws, 18 inches, hole in the centre $1\frac{5}{8}$ -inch.....	84 00 per dozen.
$\frac{1}{3}$ dozen circular saws, 18 inches diameter, (rip-saw,) hole in centre $1\frac{5}{8}$ -inch.....	72 00 per dozen.
$\frac{1}{3}$ dozen circular saws, (rip,) 20 inches diameter, hole in centre $1\frac{5}{8}$ -inch.....	87 00 per dozen.
$\frac{1}{4}$ dozen circular saws, 24 inches diameter.....	80 00 per dozen.
3 dozen No. 2 iron wire sieves.....	10 00 per dozen.
3 dozen No. 4 iron wire sieves.....	10 00 per dozen.
4 dozen No. 6 iron wire sieves.....	12 00 per dozen.
4 dozen No. 8 iron wire sieves.....	12 00 per dozen.
1 dozen No. 10 iron wire sieves.....	9 00 per dozen.
$\frac{1}{2}$ dozen No. 20 brass wire sieves.....	25 00 per dozen.
$\frac{1}{2}$ dozen No. 18 brass wire sieves.....	26 00 per dozen.
$\frac{1}{2}$ dozen No. 12 brass wire sieves.....	28 00 per dozen.
1 dozen No. 10 brass wire sieves.....	30 00 per dozen.
1 dozen No. 8 brass wire sieves.....	30 00 per dozen.
1 dozen No. 6 brass wire sieves.....	30 00 per dozen.
1 dozen No. 4 brass wire sieves.....	28 00 per dozen.
$\frac{1}{2}$ dozen No. 2 brass wire sieves.....	28 00 per dozen.
$4\frac{1}{2}$ dozen monkey wrenches, from 12 to 20 inches.....	24 00 per dozen.
1 dozen cast-iron box vices, $4\frac{1}{2}$ inches, steel face; to weigh from 75 to 80 pounds each.....	220 00 per dozen.
$\frac{1}{2}$ dozen bench vices, parallel, as per sample at the yard	108 00 per dozen.
$\frac{1}{2}$ dozen bench vices, large, as per sample.....	120 00 per dozen.
$\frac{1}{3}$ dozen common size carpenters' hatchets.....	9 00 per dozen.
$\frac{1}{6}$ dozen small screwdrivers.....	7 50 per dozen.
$\frac{1}{6}$ dozen sand screens, large size.....	72 00 per dozen.
2 dozen iron padlocks, best quality.....	12 00 per dozen.
2 dozen 12-inch flat bolts, with springs.....	6 00 per dozen.
4 dozen 6-inch flat bolts, with springs.....	6 00 per dozen.
6 dozen $4\frac{1}{2}$ -inch flat bolts, with springs.....	5 00 per dozen.
30 dozen 5-inch brass barrel bolts.....	6 00 per dozen.
6 dozen axle sash pulleys, 2 inches diameter, best quality.....	2 00 per dozen.
1 dozen pairs parliament hinges, $5\frac{1}{2}$ inches, right and left	3 60 per doz. pair.
1 dozen pairs parliament hinges, 5 inches, right and left	3 40 per doz. pair.
2 dozen pairs brass hinges, $3\frac{1}{2}$ by $3\frac{1}{2}$ inches, fast joints...	12 00 per doz. pair.
2 dozen pairs brass hinges, 3 by 3 inches, fast joints...	10 00 per doz. pair.
3 dozen pairs brass hinges, 2 by 3 inches, fast joints...	9 00 per doz. pair.
3 dozen pairs brass hinges, $2\frac{1}{2}$ by 2 inches, fast joints...	7 00 per doz. pair.
4 dozen pairs brass hinges, 2 by $1\frac{1}{2}$ inches, fast joints...	6 00 per doz. pair.
6 dozen pairs iron hinges, 4 by 4 inches, fast joints.....	4 00 per doz. pair.
172 pairs iron hinges, $3\frac{1}{2}$ by $3\frac{1}{2}$ inches, fast joints.....	2 50 per doz. pair.
5 dozen pairs iron hinges, 3 by inches, fast joints.....	1 75 per doz. pair.
2 dozen pairs iron hinges, $2\frac{1}{2}$ by 2 inches, fast joints...	1 25 per doz. pair.
2 dozen $\frac{1}{2}$ -inch brass mortise locks, $3\frac{1}{2}$ inches square, white porcelain knobs, brass keys, bolts and furniture complete.....	39 00 per dozen.
2 dozen 4-inch brass rim locks, with white porcelain knobs, brass keys and bolts, furniture complete...	40 00 per dozen.

2 dozen brass cupboard locks, $2\frac{1}{2}$ by 4 inches.....	\$3 00 per dozen.
8 dozen brass cupboard locks, $2\frac{1}{2}$ by 3 inches.....	3 00 per dozen.
2 dozen iron cupboard locks, $2\frac{1}{2}$ by 4 inches.....	3 00 per dozen.
3 dozen brass drawer locks, $2\frac{3}{4}$ by 2 inches.....	2 00 per dozen.
3 dozen iron drawer locks, 2 by 3 inches.....	2 00 per dozen.
1 dozen brass chest locks, 3 by 4 inches.....	19 00 per dozen.
$\frac{1}{2}$ dozen 2-inch screw augers, best quality.....	18 00 per dozen.
$\frac{1}{2}$ dozen $1\frac{1}{2}$ -inch screw augers, best quality.....	18 00 per dozen.
$\frac{1}{2}$ dozen $1\frac{1}{4}$ -inch screw augers, best quality.....	18 00 per dozen.
$\frac{1}{2}$ dozen 1 inch screw augers, best quality.....	18 00 per dozen.
1 dozen fore-plane irons, (double,) best quality.....	34 00 per dozen.
1 dozen jack-plane irons, (double,) best quality.....	24 00 per dozen.
50 pounds horseshoe nails.....	40 per pound.
25 pounds oxshoe nails.....	40 per pound.
50 pounds Russian hemp, sash cord, $\frac{5}{8}$ -inch thick.....	1 00 per pound.
200 pounds copper belt rivets, No 105.....	1 00 per pound.
20 pounds copper burr rivets, No 105.....	1 00 per pound.
100 pounds copper hose rivets, No. 75.....	1 00 per pound.
20 pounds copper burr rivets, No. 75.....	1 00 per pound.
200 pounds sheet zinc.....	30 per pound.
1,000 pounds drawn lead pipe, from $\frac{3}{4}$ to $1\frac{1}{4}$, extra heavy....	25 per pound.
4 dozen soapstone slate-pencils.....	1 00 per dozen.
2 log slates.....	1 00 each.
50 papers 12 oz. tacks.....	10 per paper.
50 gross $1\frac{1}{2}$ -inch iron screws, gimlet points.....	1 00 per gross.
68 gross $1\frac{1}{4}$ -inch iron screws, gimlet points.....	1 00 per gross.
62 gross 1-inch iron screws, gimlet points.....	90 per gross.
30 gross $\frac{3}{4}$ -inch iron screws, gimlet points.....	70 per gross.
20 gross $\frac{5}{8}$ -inch iron screws, gimlet points.....	40 per gross.
5 gross $1\frac{1}{4}$ -inch brass screws, gimlet points.....	2 00 per gross.
15 gross iron screws, $\frac{1}{4}$ to $\frac{1}{2}$ inch, Nos. from 5 to 14.....	40 per gross.
15 gross iron screws, $\frac{1}{2}$ to 3 inches, Nos. from 11 to 18....	2 00 per gross.
2 $\frac{1}{4}$ -inch reed planes.....	1 00 each.
2 $\frac{3}{8}$ -inch reed planes.....	1 00 each.
2 $\frac{1}{2}$ -inch reed planes.....	1 50 each.
2 $\frac{5}{8}$ -inch reed planes.....	1 75 each.
2 $\frac{5}{8}$ -inch bead planes.....	1 00 each.
2 $\frac{3}{4}$ -inch bead planes.....	1 50 each.
2 $\frac{7}{8}$ -inch bead planes.....	1 50 each.
2 1-inch bead planes.....	2 00 each.
1 set of hollows and rounds, Nos 1 to 32.....	17 00 per set.
25 boxes of best leaded roofing tin, IX, 14 by 20 inches..	32 00 per box.
2 boxes of IC tin, 10 by 14 inches, charcoal brand.....	25 00 per box.
2 boxes of IX tin, 14 by 20 inches, charcoal brand.....	30 00 per box.
2 boxes of XXD tin, $12\frac{1}{2}$ by 17 inches, charcoal brand..	40 00 per box.
600 feet of gas-pipe, from $\frac{1}{2}$ to 1 inch in diameter, fitted with valves ready for use, and attached to present pipe in the yard, burners included.....	30 per foot.
6 gas-burners, cocks for street lamp in the yard.....	1 00 each.
1 George A. Prescott's patent saw gummers, large size..	15 00 each.
1 Fairbanks's patent platform scales, capacity 2,000 pounds.....	50 00 each
600 pounds hot-punched nuts, six-sided, $\frac{1}{2}$ to 2 inches....	20 pound..
100 gas-burners, "Imperial Economizer".....	100 00 per 100.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, OCTOBER 13, 1864.

Class No. 18, stationery.

$1\frac{1}{2}$ ream regulation paper, printed heading, as per sample at the yard.....	\$20 00 per ream.
$9\frac{1}{2}$ reams regulation paper, per sample.....	15 00 per ream.
38 reams foolscap paper, faint lines, 4 sides, as ordered..	10 00 per ream.
24 reams letter paper, faint lines, 3 sides, as ordered....	7 50 per ream.
$21\frac{1}{4}$ reams note paper, faint lines, 3 sides, as ordered....	6 00 per ream.
$1\frac{1}{2}$ ream close-ruled cap paper.....	10 00 per ream.

$\frac{1}{2}$ ream white envelope paper.....	\$20 00	per ream.
$4\frac{1}{2}$ reams yellow envelope paper	15 00	per ream.
$\frac{3}{4}$ ream white blotting paper	50 00	per ream.
$\frac{1}{2}$ ream red blotting paper.....	10 00	per ream.
$1\frac{1}{10}$ ream blank monthly pay-rolls, per pattern.....	50 00	per ream.
1 ream blank bills of lading.....	25 00	per ream.
3 reams blank bills, bound, as per pattern.....	20 00	per ream.
4 reams requisition books, bound, as per sample	50 00	per ream.
1 ream inspector's reports.....	20 00	per ream.
2 reams vouchers.....	20 00	per ream.
3 quires blank monthly time rolls, per pattern.....	5 00	per quire.
$11\frac{1}{2}$ quires blank monthly returns, per pattern	3 00	per quire.
1 quire double elephant drawing paper, hot-pressed	36 00	per quire.
1 quire double elephant drawing paper, cold-pressed....	36 00	per quire.
1 quire Atlas drawing paper, cold-pressed.....	30 00	per quire.
$\frac{1}{2}$ quire large sheets tracing paper	36 00	per quire.
$4\frac{1}{2}$ dozen 4-quire blank time-books, printed and ruled as per sample at yard.....	100 00	per dozen.
12 dozen blank memorandum books, assorted	15 00	per dozen.
$1\frac{1}{2}$ dozen blank file letter books, as per sample.....	36 00	per dozen.
1 8-quire time-book, as per pattern at yard.....	50 00	each.
4 requisition books, 3 quires, printed, as per sample at yard	10 00	each.
8 blank books, 8-quire, cap size, as per sample.....	12 00	each.
12 blank books, 6-quire, cap size, as per sample.....	10 00	each.
6 blank books, 3 quire, cap size, as per sample.....	8 00	each.
$5\frac{1}{2}$ dozen small bottles Guyot's best carmine ink.....	5 00	per dozen.
6 dozen pint bottles best black ink	9 00	per dozen.
2 dozen pint bottles best English copying ink.....	36 00	per dozen.
$1\frac{1}{2}$ dozen pint bottles best blue ink	36 00	per dozen.
78 dozen Faber's best black lead pencils, assorted Nos ..	1 50	per dozen.
10 dozen Faber's best architectural drawing pencils.....	3 00	per dozen.
$5\frac{1}{2}$ dozen Faber's best red and blue pencils.....	5 00	per dozen.
2 dozen gutta-percha ever-pointed pencils, with leads..	12 00	per dozen.
$3\frac{1}{2}$ dozen pieces Green's ink erasers	3 50	per dozen.
6 dozen pieces white India-rubber.....	3 00	per dozen.
15 dozen pieces red tape, assorted.....	2 00	per dozen.
$\frac{1}{2}$ dozen pieces silk taste.....	9 00	per dozen.
$4\frac{1}{4}$ dozen large size bottles of mucilage and brushes ...	12 00	per dozen.
2 dozen best steel or German silver drawing tacks.....	3 00	per dozen.
$\frac{1}{4}$ dozen portfolios, medium size.....	50 00	per dozen.
$\frac{1}{4}$ dozen sticks best quality India ink	25 00	per dozen.
$\frac{1}{2}$ dozen barometer inkstands.....	36 00	per dozen.
$2\frac{1}{4}$ dozen Rodgers's penknives, (4 blades)	60 00	per dozen.
$\frac{1}{4}$ dozen Rodgers's erasers, ivory handles.....	15 00	per dozen.
$1\frac{1}{6}$ dozen gold pens, with gutta-percha holders.....	100 00	per dozen.
$\frac{2}{3}$ dozen gutta-percha rulers, assorted.....	20 00	per dozen.
$17\frac{1}{2}$ dozen penholders.....	1 50	per dozen.
3 dozen papers of pins.....	2 00	per dozen.
43 gross steel pens, best quality	3 00	per gross.
8 gross slate pencils	1 00	per gross.
1 gross Gillot's crow-quill pens and 1 dozen holders.....	25 00	per gross.
135 yds best vellum light blue tracing cloth	2 50	per yard.
25 yards detail architectural brown drawing paper	1 00	per yard.
180 yards best drawing paper, (2 rolls French)	1 00	per yard.
4 pairs office shears.....	5 00	per pair.
300 No. 80 quills.....	5 00	per 100.
7,250 official envelopes, large size, best quality.....	20 00	per M.
2,000 official envelopes, medium size, best quality.....	15 00	per M.
5,550 letter envelopes, best quality	10 00	per M.
4,550 note envelopes, best quality.....	10 00	per M.
1 case of drawing instruments, (for sailmaker,) per sample.....	50 00	per case.
4 bundles of brown wrapping paper.....	10 00	per bundle.
1 box of water colors, 24 cakes, Winsor & Newton's, or equal, to contain one bottle of permanent Chinese white.....	25 00	per box.

$\frac{1}{2}$ dozen black sable brushes, 2 large swan quills, 2 extra goose quills, 2 duck quills.....	\$50 00 per dozen.
$\frac{1}{2}$ dozen china cups, for mixing colors.....	12 00 per dozen.
1 box of Altneder's first quality German silver drawing instruments, composing the pieces numbered as follows, viz: 1 patent joint divider, with pen, pencil holder, needle points, and lengthening bar, 6 inches, No. 2; 1 patent hair divider, $5\frac{1}{2}$ inches, No. 11; 1 patent joint divider, with pen, pencil holder, and needle points, 4 inches, No. 4; 1 patent hair divider, 4 inches, No. 12; 1 pen and pencil holder, No. 14; 2 stepping dividers, No. 15; 1 spring divider and pen, No. 16; 1 pair proportionate dividers, with rack motion, $7\frac{1}{2}$ inches, No. 22; 1 beam compass, with three bars, 36 inches, No. 23; 3 drawing pens, small size, No. 27, all with joints; 1 boxwood scale, flat architectural, 12 inches, No. 41; 1 boxwood scale, flat architectural, 6 inches, No. 41 $\frac{1}{2}$; 1 horn centre.....	300 00 per box.

The box to be substantially made, lined with velvet throughout, provided with lock and key, each instrument to be let in its own recess.

To be delivered as required

T. EDWARD CLARK. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 19, firewood.

635 cords best quality split pine wood..... \$7 50 per cord.

To be delivered as required.

P. W. DORSEY. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 20, hay and straw.

25 tons (2,000 pounds) best timothy hay..... \$48 00 per ton.

4 tons (2,000 pounds) best rye straw..... 38 00 per ton.

To be delivered as required.

P. W. DORSEY. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 21, provender.

1,000 bushels oats, best quality..... \$1 34 per bushel.

600 bushels corn, best quality..... 2 38 per bushel.

500 bushels shorts, best quality..... 52 per bushel.

To be delivered as required.

P. W. DORSEY. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 22, charcoal.

13,000 bushels best maple or pine charcoal..... \$0 17 $\frac{7}{8}$ per bushel.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 23, belting, packing, and hose.

100 pounds 1-fourth inch rubber for joints, vulcanized.... \$1 38 per pound.

100 pounds 3 sixteenths inch rubber for joints, vulcanized 1 38 per pound.

100 pounds 1-eighth inch rubber for joints, vulcanized... 1 38 per pound.

100 pounds 1-sixteenth inch rubber for joints, vulcanized. 1 38 per pound.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 24, sperm and lubricating oils.

1,456 gallons pure winter-strained sperm oil, best..... \$2 80 per gallon.

2,300 gallons pure lard oil, equal to C. G. Alden & Co's., extra. 2 15 per gallon.

20 gallons neat's-foot oil..... 1 80 per gallon.

To be delivered as required.

WM. Y. AGARD. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 27, anthracite coal.

1,830 tons (of 2,240 pounds) large lump Lehigh coal, for cupola use.....	\$13 95 per ton.
260 tons (of 2,240 pounds)-white-ash egg coal, for furnace use.....	13 95 per ton.

All the above coal is to be of the best quality of its kind. To be delivered on or before the 1st day of December, 1864. The contractor to place it in carts provided by the government; and the quantity delivered is to be paid for at the weight of the navy yard scales.

GEO. H. PLANT. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class No. 29, bituminous Cumberland coal.

6,950 tons, (of 2,240 pounds,) average run of the pit, of Cumberland coal.....	\$9 19 per ton.
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The above coal to be of the best quality. To be delivered on or before the first day of December, 1864. The contractor to place it in carts provided by the government; and the quantity delivered is to be paid for at the weight of the navy yard scales.

STEPHENS BRO. & CO. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 32, machinery and tools.

1 Bement & Dougherty's No. 3 key-set driller, weighing 7,000 pounds.....	\$3,500 00 each.
1 horizontal boring machine, weighing 12,000 pounds.....	4,800 00 each.
1 eight-foot boiler-maker's bending machine, weighing 10,700 pounds.....	1,850 00 each.
1 No. 3 one-half punching and shearing machine, weighing 14,000 pounds.....	3,000 00 each.
All to be of Bement & Dougherty's pattern, or equal.	
1 Corliss's patent (50) fifty-horse power steam engine..	7,500 00 each.
2 Doyle's patent pulley blocks, one-half ton, with sufficient chain attached to allow the blocks to stand about six feet apart	50 00 each.
3 Mackenzie's patent blowers, per sample.....	300 00 each.
2 cast-iron chilled-rolled, for bolt rolls, to be of the best quality of chilled rolls; length of body 3 feet 6 inches, diameter of the body 16 inches, length of neck 9 one-half inches, diameter of the neck 9 inches, small end of roll 5 one-half inches long, weight of rolls 5,000 pounds.....	2,200 00 each.

To be finished in complete working order, and the grooves to be turned in as follows: three-eighths, 3 eight-thirty-seconds, seven-sixteenths, 7 sixteen-thirty-seconds, one-half, 1 two-thirty-seconds, nine-sixteenths, 9 sixteen-thirty-seconds, five-eighths, 5 eight-thirty-seconds, eleven-sixteenths, 11 sixteen-thirty-seconds, three-fourths, thirteen-sixteenths, seven-eighths, fifteen-sixteenths, 1, 1 one-sixteenth, 1 one-eighth, 1 three-sixteenths, 1 one-fourth, 1 five-sixteenths, 1 three-eighths, 1 seven-sixteenths, 1 one half, 1 nine-sixteenths, 1 five-eighths, 1 eleven-sixteenths. The collars between the grooves to be from one-fourth of an inch to five-eighths of an inch.

1 pair of Lazell, Perkins & Co.'s improved trimming shears for trimming copper sheathing, to cut 5 feet at a cut.....	3,800 00 each.
1 Woodbury's patent improved planing, tonguing and grooving machine, to be put in running order.....	2,200 00 each.

- 1 upright drill No. 2 ; the frame-work to be all in one piece, the table to be round, resting upon a cast-iron screw, on which there is to be a hand-wheel forming a nut for adjusting the same up and down ; steel spindle, to be driven by bevel gears, three to one ; iron cone pulleys, with four changes for 2 one-half inch belt, driving shaft and belt-shifters to be attached ; weight about 1,600 pounds..... \$1,250 00 each.
- 3 lathes, seven feet bed, to swing 12 inches diameter over slides, to weigh about 1,800 pounds each. The above lathes to have cone pulleys, four or five speeds for 2 one-half inch belts, backed geared, best cast-steel spindles, running in gun-metal boxes ; feed positive by screw in the middle or on the front ; reversing rod on front of bed, with handle attached to and travelling with rest, carriage, screw-cutting gearing, large and small face plates, variable centring and travelling back-rests with universal chucks, wrenches, &c., complete..... 750 00 each.
- Taft's patent hand-punch and shears combined, No. 5, with punches and dies, complete..... 350 00 each.
- All the foregoing tools to be delivered within six months from and after date of contract.

'Schedule of materials required at the United States navy yard, Norfolk, Virginia, for the year ending June 30, 1865.

S. PATTERSON. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 1, bricks.

50,000 face bricks, 4 by 2 $\frac{1}{2}$ by 8 $\frac{1}{2}$ inches.....	\$35 00	per M.
34,000 face bricks, 4 $\frac{1}{4}$ by 2 $\frac{3}{8}$ by 8 $\frac{1}{4}$ inches.....	35 00	per M.
400 fire bricks, 4 $\frac{1}{4}$ by 2 $\frac{1}{2}$ by 8 $\frac{1}{2}$ inches.....	12 00	per 100.

To be of the best quality, and delivered in 30 days after date of contract.

JOHN O. EVANS. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 3, yellow pine timber.

Sawed—not seasoned.

2 pieces 11 by 14 inches, 33 feet long.....	847	feet.
2 pieces 11 by 14 inches, 30 feet long.....	770	feet.
2 pieces 11 by 14 inches, 41 feet long.....	1,052	feet.
2 pieces 11 by 14 inches, 36 feet long.....	924	feet.
2 pieces 11 by 14 inches, 34 feet long.....	873	feet.
2 pieces 11 by 14 inches, 36 feet long.....	924	feet.
4 pieces 11 by 14 inches, 44 feet long.....	2,258	feet.
12 pieces 12 by 12 inches, 21 feet long.....	3,024	feet.
3 pieces 12 by 12 inches, 40 feet long.....	1,440	feet.
20 pieces 12 by 12 inches, 28 feet long.....	6,720	feet.
2 pieces 12 by 12 inches, 47 feet long.....	1,128	feet.
28 pieces 12 by 12 inches, 15 feet long.....	5,040	feet.
26 pieces 12 by 12 inches, 28 feet long, (all heart)	8,736	feet.
4 pieces 16 by 18 inches, 15 feet long.....	1,620	feet.
14 pieces 10 by 13 inches, 48 feet long.....	7,280	feet.
4 pieces 16 by 16 inches, 48 feet long.....	4,086	feet.
8 pieces 9 by 12 inches, 32 feet long.....	2,304	feet.
2 pieces 9 by 12 inches, 26 feet long.....	468	feet.
72 pieces 7 by 12 inches, 48 feet long.....	24,192	feet.
28 pieces 8 by 9 inches, 14 feet long.....	2,352	feet.
14 pieces 8 by 9 inches, 19 feet long.....	1,596	feet.

14 pieces 8 by 9 inches, 21 feet long.....	1,764 feet.
50 pieces 6 by 6 inches, 18 feet long.....	2,700 feet.
14 pieces 6 by 6 inches, 17 feet long.....	714 feet.
3 pieces 8 by 10 inches, 10 feet long.....	208 feet.
5 pieces 4 by 6 inches, 15 feet long.....	150 feet.
5 pieces 3 by 6 inches, 20 feet long.....	150 feet.
186 pieces 3 by 7 inches, 28 feet long.....	9,114 feet.
32 pieces 3 by 7 inches, 31 feet long.....	1,736 feet.
20 pieces 6 by 8 inches, 23 feet long.....	1,840 feet.
2 pieces 16 by 18 inches, 28 feet long.....	1,344 feet.
2 pieces 6 by 18 inches, 18 feet long.....	324 feet.
6 pieces 14 by 14 inches, 28 feet long.....	2,744 feet.
12 pieces 6 by 8 inches, 44 feet long.....	2,112 feet.
100 pieces 5 by 12 inches, 21 feet long.....	10,500 feet.
40 pieces 5 by 12 inches, 32 feet long.....	6,400 feet.
80 pieces 5 by 12 inches, 15 feet long.....	6,000 feet.
5 pieces 8 by 12 inches, 33 feet long.....	1,320 feet.
8 pieces 8 by 8 inches, 23 feet long.....	981 feet.
5 pieces 8 by 9 inches, 11 feet long.....	330 feet.
9 pieces 6 by 8 inches, 23 feet long.....	828 feet.
8 pieces 6 by 8 inches, 12 feet long.....	384 feet.
4 pieces 8 by 12 inches, 12 feet long.....	384 feet.
4 pieces 6 by 12 inches, 17 feet long.....	408 feet.
4 pieces 4 by 8 inches, 17 feet long.....	181 feet.
8 pieces 3 by 5 inches, 49 feet long.....	190 feet.
4 pieces 3 by 7 inches, 25 feet long.....	175 feet.
2 pieces 9 by 12 inches, 34 feet long.....	612 feet.
46 pieces 3 by 4 inches, 31 feet 6 inches long...	5,071 feet.
14 pieces 6 by 8 inches, 15 feet long.....	840 feet.
24 pieces 3 by 7 inches, 14 feet long.....	588 feet.
24 pieces 5 by 6 inches, 16 feet long.....	960 feet.

993 pieces, measuring..... 138,686 feet. \$50 00 per M feet.

200 feet, running, 5 by 9 inches, in length 20 feet and upwards.....	18 per foot.
8,400 feet, running, 12 by 12 inches, in length 24 feet and upwards.....	62 per foot.
6,000 feet, running, 5 by 12 inches, in length 16, 24, 32, and 40 feet and upwards.....	25 per foot.
20 yellow pine logs, 20 to 25 feet long, 16 to 18 inches in diameter, straight and clear of knots.....	7 00 each.

One-third to be delivered in thirty days; one-third in 60 days; and all in 90 days from date of contract.

S. PATTERSON. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 4, yellow pine lumber.

5,000 feet yellow pine plank, $2\frac{1}{2}$ inches thick..... \$50 00 per M feet.

Of good quality, and to be delivered in 60 days from date of contract.

S. PATTERSON. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 5, oak and hard wood.

Not seasoned—white oak.

90 pieces 2 by 12 inches, 14 feet long.....	\$1 44 each.
12 white oak butts, 8 feet long, 8 inches at top end.....	2 50 each.
1,000 white oak spokes, 2 feet 8 inches to 4 feet 7 inches long, 2 to $2\frac{1}{2}$ inches by $3\frac{1}{2}$ to 6 inches wide.....	75 00 per M.
5,800 feet, board measure, white oak plank, viz:	
2,000 feet 1-inch, 1,500 feet $1\frac{1}{2}$ -inch, 500 feet 2-inch, 500 feet $2\frac{1}{2}$ -inch.....	60 00 per M feet
300 feet 3-inch, 300 feet $3\frac{1}{2}$ -inch, 200 feet 4-inch, 200 feet 5-inch, 200 feet 6-inch, 100 feet 7-inch.....	
1,000 feet, board measure, ash plank, $1\frac{1}{4}$ to $3\frac{1}{2}$ inches.....	70 00 per M feet.
1 elm plank, 30 feet long, 20 inches wide, 7 inches thick.....	35 00 each.

2 elm logs, 20 feet long, 15 to 20 inches diameter at top.....	\$50 00	each.
2 ash logs, 16 feet long, 20 inches diameter at top.....	21 00	each.
18 hickory butts, 12 feet long, 10 inches diameter at top	5 00	each.
3 black gum logs, 13 feet long, 14 to 24 inches diameter.....	12 00	each.
500 feet black walnut boards, 1 inch thick	12	per foot.
500 feet, board measure, black walnut plank, 2 inches thick....	12	per foot.

Of the best quality, and all to be delivered in 30 days from date of contract.

JOHN O. EVANS. DATE OF CONTRACT, OCTOBER 1, 1864.

Class No. 6, white pine, spruce, juniper, and cypress.

White pine timber not seasoned.

80 pieces 4½ by 12 inches, 36 feet long.....	12,960 feet.
80 pieces 4½ by 12 inches, 19 feet long.....	6,840 feet.
80 pieces 9 by 10 inches, 21 feet long.....	12,600 feet.
80 pieces 6 by 8 inches, 10 feet long.....	1,600 feet.
40 pieces 9 by 10 inches, 15 feet long.....	4,500 feet.
160 pieces 6 by 8 inches, 11 feet long.....	7,040 feet.
30 pieces 6 by 8 inches, 20 feet long.....	2,400 feet.
480 pieces 3 by 5 inches, 32 feet long.....	19,200 feet.
8 pieces 3 by 8 inches, 42 feet long.....	672 feet.
8 pieces 5 by 13 inches, 35 feet long.....	1,517 feet.
8 pieces 5 by 13 inches, 18 feet long.....	780 feet.
4 pieces 9 by 10 inches, 22 feet long.....	660 feet.
108 pieces 5½ by 11 inches, 11 feet long.....	5,989 feet.
1,066 pieces 3 by 14 inches, 18 feet long.....	67,158 feet.
132 pieces 3 by 14 inches, 17 feet long.....	7,857 feet.
60 pieces 4 by 6 inches, 18 feet long.....	2,160 feet.
60 pieces 4 by 6 inches, 16 feet long.....	1,920 feet.
50 pieces 4 by 6 inches, 17 feet long.....	1,700 feet.
84 pieces 4 by 12 inches, 34 feet long.....	11,424 feet.
64 pieces 4 by 12 inches, 21 feet long.....	5,376 feet.
16 pieces 4 by 12 inches, 25 feet long.....	1,600 feet.
2 pieces 6 by 12 inches, 22 feet long.....	264 feet.
4 pieces 4 by 12 inches, 22 feet long.....	352 feet.
120 pieces 4 by 4 inches, 10 feet 6 inches long....	1,680 feet.
120 pieces 4 by 4 inches, 12 feet long.....	1,920 feet.
40 pieces 2½ by 8 inches, 24 feet long.....	1,600 feet.
40 pieces 2½ by 8 inches, 22 feet long.....	1,466 feet.
60 pieces 3 by 7 inches, 28 feet long.....	2,940 feet.
4 pieces 4 by 8 inches, 36 feet long.....	380 feet.
800 lineal feet 4 by 12 inches, length 20 feet and upwards.....	3,200 feet.
900 lineal feet 2 by 12 inches, length 20 feet and upwards.....	1,800 feet.
600 lineal feet 2 by 6 inches, length 20 feet and upwards.....	600 feet.
500 lineal feet 3 by 4 inches, length 14 feet and upwards.....	500 feet.
500 lineal feet 4 by 4 inches, length 14 feet and upwards.....	666 feet.
400 lineal feet 2½ by 4 inches, length 20 feet and upwards.....	333 feet.
790 lineal feet 5 by 9 inches, length 20 feet and upwards.....	2,962 feet.
93 pieces 4½ by 14 inches, 34 feet long.....	16,600 feet.
62 pieces 4½ by 14 inches, 17 feet long.....	5,533 feet.
186 pieces 8 by 9½ inches, 12 feet long.....	14,136 feet.
31 pieces 2½ by 14 inches, 15 feet long.....	1,220 feet.
80 pieces 8½ by 9 inches, 25 feet long.....	12,749 feet.
40 pieces 8½ by 9 inches, 14 feet long.....	3,570 feet.
80 pieces 8½ by 9 inches, 18 feet long.....	9,180 feet.

200 pieces 6 by 8 inches, 18 feet long.....	14,400 feet.
80 pieces 3 by 8 inches, 10 feet long.....	1,600 feet.
40 pieces 2 by 8 inches, 13 feet long.....	693 feet.
400 pieces 3 by 5 inches, 27 feet long.....	13,500 feet.
125 pieces 3 by 4 inches, 20 feet long.....	2,500 feet.
8 pieces 5 by 12 inches, 27 feet long.....	1,080 feet.
8 pieces 4 by 12 inches, 36 feet long.....	1,152 feet.
8 pieces 4 by 12 inches, 18 feet long.....	576 feet.
10 pieces 4 by 13 inches, 15 feet long.....	650 feet.
8 pieces 3 by 7 inches, 36 feet long.....	504 feet.
34 pieces 5 by 5 inches, 16 feet long.....	1,133 feet.
34 pieces 3 by 6 inches, 15 feet long.....	765 feet.
75 pieces 4 by 6 inches, 20 feet long.....	3,000 feet.
20 pieces 4 by 4 inches, 18 feet long.....	480 feet.
5 pieces 5 by 6 inches, 12 feet long.....	150 feet.
6 pieces 5 by 8 inches, 26 feet long.....	520 feet.
48 pieces 3 by 12 inches, 22 feet long.....	3,168 feet.
80 pieces 3 by 12 inches, 20 feet long.....	4,800 feet.

In all, measuring..... 310,275 feet. \$47 00 per M feet.

61,000 feet, board measure, 2-inch plank.....	43 00 per M feet.
3,000 feet white pine plank, 2 inches thick, No. 2.....	43 00 per M feet.
120,000 feet white pine boards, No. 2.....	47 00 per M feet.
2,000 feet white pine plank, 1½ inch, No. 2.....	47 00 per M feet.
8,000 feet white pine boards, No. 1.....	60 00 per M feet.
3,500 feet white pine plank, 1½ inch, No. 1.....	60 00 per M feet.
1,500 feet white pine plank, 2 inches, No. 1.....	60 00 per M feet.
1,000 feet white pine plank, 2½ inches, No. 1.....	60 00 per M feet.
1,000 feet white pine plank, 3 inches, No. 1.....	60 00 per M feet.
8,500 feet white pine dressed flooring, 1½ inch, No. 2.....	47 50 per M feet.

Of good quality, and all to be delivered in thirty, sixty, and ninety days from date of contract.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 7, lime, hair, and plaster.

800 barrels, containing 300 pounds each, lime, equal to the best Thomaston.....	\$2 00 per barrel.
5 barrels plaster of Paris.....	2 50 per barrel.
5 bushels marble dust, sifted.....	2 50 per bushel.
10 bushels goat's hair.....	40 per bushel.
10 barrels lime for whitewashing.....	2 25 per barrel.

To be delivered as required, with twelve days' notice.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 8, cement.

50 barrels hydraulic cement, equal to Rosendale, fresh ground, in tight barrels, well papered, and containing 300 pounds each.....	\$3 00 per barrel.
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To be delivered as required.

C. W. & J. WHITEHEAD. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 9½, moulding and fire sand and fire clay.

50 tons moulders' sand, for light work.....	\$3 50 per ton.
50 tons moulders' sand, for heavy work, (2,240 pounds to the ton).....	4 00 per ton.

Of the best quality, and to be delivered in thirty days from date of contract.

S. PATTERSON. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 10, slate.

100,000 slates, 11 by 22 inches, $\frac{1}{4}$ inch thick, without cracks
or other imperfections.....\$200 00 per M.

To be delivered in ninety days from date of contract.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 11, iron, iron spikes, and nails.

5,200 pounds $1\frac{3}{8}$ -inch round iron.....	\$0 11 $\frac{1}{2}$ per pound.
700 pounds $1\frac{7}{8}$ inch round iron.....	11 $\frac{1}{2}$ per pound.
3,700 pounds 1-inch round iron.....	11 $\frac{1}{2}$ per pound.
900 pounds $\frac{7}{8}$ -inch round iron.....	11 $\frac{1}{2}$ per pound.
2,850 pounds $\frac{3}{4}$ -inch round iron.....	11 $\frac{1}{2}$ per pound.
750 pounds $\frac{3}{8}$ by 3-inch flat iron.....	11 $\frac{1}{2}$ per pound.
160 iron nuts for $1\frac{3}{8}$ -inch bolts, $1\frac{3}{8}$ inch thick, $2\frac{3}{4}$ inches by $2\frac{3}{4}$ inches.....	50 each.
80 iron nuts for $1\frac{1}{8}$ -inch bolts, $1\frac{1}{8}$ inch thick, $2\frac{1}{4}$ inches square.....	28 each.
380 iron nuts for 1-inch bolts, 1 inch thick, 2 inches square	18 each.
160 iron nuts for $\frac{7}{8}$ -inch bolts, $\frac{7}{8}$ inch thick, $1\frac{3}{4}$ inch square	12 each.
1,850 iron nuts for $\frac{3}{4}$ -inch bolts, $\frac{3}{4}$ inch thick, $1\frac{1}{2}$ inch square	9 each.
6,000 pounds 6-inch cut spikes.....	12 per pound.
1,900 pounds 60d. cut nails.....	12 per pound.
3,000 pounds 50d. cut nails.....	12 per pound.
500 pounds 40d. cut nails.....	12 per pound.
1,300 pounds 30d. cut nails.....	12 per pound.
500 pounds 20d. cut nails.....	12 per pound.
600 pounds 12d. cut nails.....	12 per pound.
3,800 pounds 10d. cut nails.....	12 per pound.
600 pounds 8d. cut nails.....	12 per pound.
200 pounds 10d. finishing nails, (best quality).....	14 per pound.
100 pounds 8d. finishing nails, (best quality).....	14 per pound.
300 pounds 6d. cut nails.....	12 per pound.
100 pounds 4d. cut nails.....	12 per pound.
100 pounds 6d. finishing nails, (best quality).....	14 per pound.
24 papers finishing nails, 2 inches long.....	20 per paper.
24 papers finishing nails, $1\frac{3}{4}$ inch long.....	20 per paper.
24 papers finishing nails, $1\frac{1}{2}$ inch long.....	20 per paper.
24 papers finishing nails, $1\frac{1}{4}$ inch long.....	20 per paper.
24 papers finishing nails, 1 inch long.....	20 per paper.
24 papers finishing nails, $\frac{1}{2}$ inch long.....	20 per paper.
1,200 pounds slating nails, fine, assorted.....	15 per pound.
12 sheets best charcoal boiler iron, $\frac{5}{16}$ -inch, 96 by 40 inches (5,000 pounds.).....	12 per pound.

Of best quality, and to be delivered as required, with notice of twelve days.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 12, steel.

1,000 pounds cast-steel, $4\frac{1}{2}$ inches wide, $\frac{3}{4}$ inch thick.....	\$0 42 per pound.
600 pounds cast steel, 4 inches wide, $1\frac{1}{2}$ inch thick.....	42 per pound.
800 pounds cast-steel, $1\frac{1}{2}$ inch square.....	42 per pound.
500 pounds cast-steel, $1\frac{1}{4}$ inch square.....	42 per pound.
800 pounds cast steel, 1 inch square.....	42 per pound.
700 pounds cast-steel, $\frac{7}{8}$ inch octagon.....	42 per pound.
1,000 pounds cast-steel, round, sizes as required.....	30 per pound.
4,000 pounds cast-steel, best, flat, square, and octagon, sizes as required.....	42 per pound.
700 pounds cast-steel, best quality, 2 inches square.....	42 per pound.

To be delivered in thirty days from date of contract.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 13, pig iron.

15 tons (2,240 pounds) Scotch pig iron..... \$79 00 per ton.

To be delivered in ninety days from date of contract.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

CLASS No. 14, files.

$\frac{1}{2}$ gross hand bastard files, 16-inch.....	\$280 00	per gross.
$\frac{1}{2}$ gross hand second-cut files, 16-inch.....	320 00	per gross.
$\frac{1}{2}$ gross half-round bastard files, 16-inch.....	260 00	per gross.
$\frac{1}{2}$ gross round bastard files, 16-inch.....	260 00	per gross.
$\frac{1}{2}$ gross square bastard files, 16-inch.....	236 00	per gross.
$\frac{1}{4}$ gross square taper files, 16-inch.....	238 00	per gross.
$5\frac{3}{4}$ gross flat bastard files, 14-inch.....	158 00	per gross.
$1\frac{1}{2}$ gross half-round bastard files, 14-inch.....	180 00	per gross.
1 gross flat second-cut files, 14 inch.....	192 00	per gross.
2 gross flat second-cut safe-edge files, 14-inch.....	192 00	per gross.
3 gross hand bastard files, 14-inch.....	196 00	per gross.
1 gross hand second-cut files, 14-inch.....	234 00	per gross.
2 gross mill-saw files, 14-inch.....	192 00	per gross.
3 gross half-round bastard files, 14-inch.....	180 00	per gross.
1 gross flat mill-saw files, 10-inch.....	80 00	per gross.
2 gross flat second-cut files, 10-inch.....	94 00	per gross.
1 gross blunt square files, 10-inch.....	114 00	per gross.
3 gross half-round files, 10-inch.....	86 00	per gross.
$\frac{1}{2}$ gross three-square taper files, 10-inch.....	86 00	per gross.
2 gross second-cut hand files, 10-inch.....	112 00	per gross.
2 gross smooth hand files, 10-inch.....	120 00	per gross.
$\frac{1}{2}$ gross flat bastard files, 10-inch.....	80 00	per gross.
3 gross hand bastard files, 8-inch.....	67 00	per gross.
2 gross half-round fine files, 8-inch.....	69 00	per gross.
3 gross half-round bastard files, 8-inch.....	67 00	per gross.
1 gross half round second-cut files, 8-inch.....	72 00	per gross.
1 gross superfine files, 8-inch.....	80 00	per gross.
1 gross smooth files, 8-inch.....	75 00	per gross.
2 gross smooth hand-files, 8-inch.....	86 00	per gross.
2 gross round bastard files, 8-inch.....	69 00	per gross.
1 gross square bastard files, 8-inch.....	55 00	per gross.
1 gross square taper files, 8-inch.....	56 00	per gross.
$\frac{1}{2}$ gross three-square files, 8-inch.....	69 00	per gross.
1 gross flat mill-saw files, 8-inch.....	55 00	per gross.
1 gross second-cut files, 8-inch.....	65 00	per gross.
2 gross flat second-cut safe-edge files, 8-inch.....	65 00	per gross.
1 gross flat second-cut hand files, 8-inch.....	79 00	per gross.
1 gross straight square files, 8-inch.....	82 00	per gross.
1 gross round bastard files, 14-inch.....	180 00	per gross.
1 gross square bastard files, 14-inch.....	160 00	per gross.
1 gross square taper files, 14-inch.....	160 00	per gross.
4 gross flat bastard files, 12-inch.....	114 00	per gross.
4 gross hand bastard files, 12-inch.....	135 00	per gross.
4 gross hand second-cut files, 12-inch.....	160 00	per gross.
1 gross mill-saw files, 12-inch.....	120 00	per gross.
3 gross half-round files, 12-inch.....	135 00	per gross.
3 gross half-round smooth files, 12-inch.....	175 00	per gross.
2 gross hand smooth files, 12-inch.....	188 00	per gross.
2 gross round bastard files, 12-inch.....	140 00	per gross.
2 gross square bastard files, 12-inch.....	119 00	per gross.
2 gross equalling files, 12-inch.....	165 00	per gross.
1 gross three-square taper files, 12-inch.....	140 00	per gross.
2 gross flat second-cut files, 12-inch.....	144 00	per gross.
2 gross square straight files, 12-inch.....	165 00	per gross.
4 gross hand bastard files, 10-inch.....	100 00	per gross.

3 gross half-round files, 10-inch.....	\$ 90 00	per gross.
2 gross half-round fine files, 10-inch.....	110 00	per gross.
3 gross second-cut half-round files, 10-inch.....	100 00	per gross.
2 gross flat superfine files, 10-inch.....	97 00	per gross.
1 gross square bastard files, 10-inch.....	77 00	per gross.
4 gross flat bastard files, 10-inch.....	77 00	per gross.
3 gross hand bastard files, 6-inch.....	44 00	per gross.
3 gross flat bastard files, 6-inch.....	34 00	per gross.
$\frac{1}{2}$ gross flat mill-saw files, 6-inch.....	34 00	per gross.
21 $\frac{1}{2}$ gross half-round bastard files, 6-inch.....	38 00	per gross.
$\frac{1}{2}$ gross second-cut half-round files, 6-inch.....	44 00	per gross.
1 gross smooth files, 6-inch.....	38 00	per gross.
$\frac{1}{2}$ gross three-square taper files, 6-inch.....	34 00	per gross.
1 gross flat second-cut files, 6-inch.....	36 00	per gross.
$\frac{1}{2}$ gross hand-cut files, 6-inch.....	40 00	per gross.
1 $\frac{1}{2}$ gross three-square taper (Stubbs's) files, 6-inch.....	46 00	per gross.
1 gross double-cut handsaw (Stubbs's) files, 5-inch.....	44 00	per gross.
1 $\frac{1}{2}$ gross three-square taper (Stubbs's) files, 5-inch.....	40 00	per gross.
$\frac{1}{2}$ gross three-square taper files, 4 $\frac{1}{2}$ -inch.....	26 00	per gross.
1 $\frac{3}{4}$ gross three-square taper files, 4-inch.....	22 50	per gross.
1 $\frac{1}{2}$ gross three-square taper files, 3 $\frac{1}{2}$ -inch.....	24 00	per gross.
$\frac{1}{4}$ gross half-round bastard files, 4-inch.....	26 00	per gross.
$\frac{1}{4}$ gross half-round second-cut files, 4-inch.....	32 00	per gross.
$\frac{1}{2}$ gross round bastard files, 4-inch.....	26 00	per gross.
$\frac{1}{2}$ gross square bastard files, 4-inch.....	26 00	per gross.
1 gross round bastard files, 3-inch.....	26 00	per gross.
1 gross square taper files, 3-inch.....	25 00	per gross.
$\frac{1}{4}$ gross square bastard files, 3-inch.....	24 00	per gross.
1 gross flat bastard files, 3-inch.....	24 00	per gross.
1 gross half-round bastard files, 3-inch.....	27 00	per gross.
2 dozen rasps, (coppersmiths' use).....	10 00	per dozen.
1 dozen three-square taper files, 3-inch.....	2 50	per dozen.

To be delivered as required, with 12 days' notice, and to be of the best quality.

WM. F. SIMES & SON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

CLASS No. 15, paints, oils, and glass.

3,700 pounds white lead, ground in oil.....	\$0 22	per pound.
300 pounds red lead, dry.....	22	per pound.
200 pounds white zinc, in oil.....	12	per pound.
500 pounds brown zinc.....	08	per pound.
60 gallons benzoin.....	60	per gallon.
200 gallons linseed oil, (boiled).....	1 80	per gallon.
75 pounds chrome green, in oil.....	20	per pound.
50 pounds black paint, in oil.....	16	per pound.
30 gallons copal varnish.....	06	per gallon.
5 gallons English coach varnish.....	08	per gallon.
50 pounds black lead.....	05	per pound.
42 gallons spirits of wine, 95 per cent. proof.....	04	per gallon.
20 gallons Japan dryer, (Wright's).....	2 50	per gallon.
10 pounds lampblack.....	20	per pound.
25 pounds Venetian red.....	08	per pound.
5 pounds raw sienna.....	10	per pound.
75 pounds litharge.....	22	per pound.
125 pounds gum-shellac.....	75	per pound.
3 pounds Prussian blue.....	75	per pound.
10 pounds ground glass.....	20	per pound.
1,400 pounds Spanish whiting.....	03 $\frac{1}{2}$	per pound.
200 feet 16 by 20-inch glass, double thickness.....	44 00	per 100 feet.
200 feet 16 by 18-inch glass, double thickness.....	44 00	per 100 feet.
100 feet 14 by 16-inch glass, double thickness.....	44 00	per 100 feet.
1,500 feet 10 by 14-inch glass, single thickness.....	17 00	per 100 feet.
500 feet 10 by 12-inch glass, single thickness.....	17 00	per 100 feet.
600 feet 9 by 12-inch glass, single thickness.....	17 00	per 100 feet.
400 feet 8 by 12-inch glass, single thickness.....	17 00	per 100 feet.

200 lights 16 by 24-inch glass, double thickness.....	\$1 17 $\frac{1}{2}$ per light
50 lights 19 by 20-inch glass, double thickness.....	1 37 $\frac{2}{7}$ per light
50 lights 18 by 24-inch glass, double thickness.....	1 56 per light.

To be delivered in 60 days from date of contract.

S. PATTERSON. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 16, ship-chandlery.

8 dozen hickory brooms.....	\$3 00	per dozen.
12 dozen corn brooms.....	4 00	per dozen.
4 dozen water buckets.....	4 00	per dozen.
3 dozen oak (iron-bound) water buckets.....	9 00	per dozen.
6 barrels thin tar, 30 gallons to the barrel.....	35 00	per barrel.
4 barrels coal tar.....	8 00	per barrel.
6 barrels pitch.....	40 00	per barrel.
1 barrel tar.....	15 00	per barrel.
200 ash oars, 50 12 feet long, 50 13 feet long, 50 14 feet long, and 50 15 feet long, (2,700 feet).....	25	per foot.
20 pounds beeswax.....	1 10	per pound.
3 barrels fish oil, (31 gallons to the barrel).....	70 00	per barrel.
100 pounds thrums.....	35	per pound.
6 sides pump leather, oak-tanned, shaved and stuffed..	18 00	per side.
9 dozen chalk-lines.....	40	per dozen.
3 pounds hemp twine.....	75	per pound.
2 gross hanks, masons' line.....	6 50	per gross.
2 pounds hemp thread, (white).....	2 00	per pound.
500 feet silk line.....	5 00	per 100 feet.
500 feet thread line.....	2 00	per 100 feet.
7 metallic tape-lines, 50 feet long.....	10 00	each.
3 metallic tape-lines, 75 feet long.....	15 00	each.
3 metallic tape-lines, 100 feet long.....	20 00	each.
1,300 pounds white chalk.....	06	per pound.
35 pounds red chalk.....	20	per pound.
1,200 pounds best beef tallow.....	28	per pound.
6 boatswain's marline spikes.....	1 00	each.
145 pounds lampwick.....	2 00	per pound.
13 reams sandpaper.....	4 00	per ream.
20 pounds whipping twine, (flax).....	1 10	per pound.
40 pounds sewing twine, (flax).....	1 00	per pound.
15 pounds sewing twine, (cotton).....	2 75	per pound.
15 pounds common glue.....	25	per pound.
150 pounds glue, white, Irish, best quality.....	65	per pound.
600 pounds sulphuric acid.....	18	per pound.
600 pounds muriatic acid.....	18	per pound.
500 pounds borax.....	75	per pound.
500 pounds long-grained braziers' solder.....	1 00	per pound.
1,050 pounds cotton-waste.....	75	per pound.
7 dozen painters' brushes, (000000).....	30 00	per dozen.
4 dozen painters' brushes, (0010).....	27 00	per dozen.
3 dozen sash tools, (American).....	4 00	per dozen.
3 dozen sash tools, (French).....	5 00	per dozen.
2 dozen American fitches.....	4 00	per dozen.
7 dozen dusting brushes.....	14 00	per dozen.
1 dozen glue brushes.....	6 00	per dozen.
1 dozen varnish brushes.....	14 00	per dozen.
4 dozen hand brushes, (bristle,) founders' use.....	15 00	per dozen.
2 dozen lettering pencils.....	1 50	per dozen.
1 set graining combs.....	7 00	per set.
1 set blenders.....	30 00	per set.
1 pair spatulas.....	1 50	per pair.
1 glaziers' diamond, to cut double thick glass.....	10 00	each.
1 dozen putty trowels.....	5 00	per dozen.
4 dozen whitewash brushes, 7 inch.....	15 00	per dozen.
4 barre's rye flour, (common).....	14 00	per barrel.
5 barrels common molasses.....	40 00	per barrel.

100 pounds sash cord, best Italian hemp.....	\$1 10	per pound.
50 pounds emery flour.....	25	per pound.
9 reams emery cloth, No. 1.....	50 00	per ream.
12 dozen hammer handles.....	2 50	per dozen.
6 dozen sledge handles.....	3 50	per dozen.
49 papers $\frac{3}{4}$ -inch iron tacks.....	16	per paper.
41 papers $\frac{3}{4}$ -inch copper tacks.....	1 00	per paper.
12 papers $\frac{1}{2}$ -inch iron tacks.....	15	per paper.
5 papers $\frac{1}{2}$ -inch copper tacks.....	1 00	per paper.
1 dozen ox-yokes.....	144 00	per dozen.
2 dozen ox-bows.....	20 00	per dozen
12 pieces red, white, and blue bunting, 18-inch.....	30 00	per piece.
12 pieces red, white, and blue bunting, 9-inch.....	20 00	per piece.
10 pounds linen thread, assorted colors.....	3 25	per pound.
4½ dozen sieves for riddling sand, Nos. 2, 4, 6, and 8... ..	12 00	per dozen.
4 dozen crucibles, Nos. 20, 40, 60, and 80.....	4 00	per dozen.
15 coils tarred cordage, 16 to 18 thread, 1,325 pounds..	25	per pound.
30 coils tarred cordage, 1½ to 5 inches, 23,850 pounds..	25	per pound.
20 coils Manilla cordage, 2 to 6 inches, 8,000 pounds...	33	per pound.
6 coils spun yarn, 2 and 3 yarns, 480 pounds.....	25	per pound.
2 coils tarred marline, 200 pounds.....	32	per pound.
4 coils tarred houseline, 400 pounds.....	32	per pound.
12 horse collars, harness, and harness complete.....	20 00	each.
12 yards linen bed ticking, for wiping cloths.....	1 90	per yard.
12 yards green cloth.....	2 25	per yard.

All to be delivered in 90 days from date of contract.

DICKINSON & ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 17, hardware.

2 pairs hand shears, for cutting paper, 8-inch blade...	\$2 00	each.
2 pairs hand shears, for plumbers.....	6 00	each.
2 pairs shears, for cutting copper.....	30 00	each.
2 pairs stock shears.....	20 00	each.
10 dozen planish oil cans, spring bottoms.....	6 00	per dozen.
7 dozen coal shovels, steel.....	22 00	per dozen.
6 dozen Ames's shovels, steel No. 2.....	22 00	per dozen.
1 dozen spades.....	22 00	per dozen.
2 dozen scoop shovels, steel.....	22 00	per dozen.
5 dozen narrow, or wood axes, handled.....	33 00	per dozen.
2½ dozen pickaxes.....	20 00	per dozen.
2 round axes.....	7 00	each.
1 dozen hilling hoes.....	9 00	per dozen.
7 hatchets, No. 5.....	1 00	each.
3 dozen hack-saw blades, 14 inches long.....	9 00	per dozen.
4 dozen iron padlocks.....	5 00	per dozen.
12 dozen iron butt hinges, assorted sizes.....	2 50	per dozen.
6 dozen brass butt hinges, assorted sizes.....	3 00	per dozen.
6 dozen iron rim locks, with furniture, 5 to 12 inches..	24 00	per dozen.
2 dozen iron mortice locks, 4 to 8 inches.....	5 00	per dozen.
2 dozen iron chest locks, assorted.....	8 00	per dozen.
2 dozen brass desk locks, assorted.....	8 00	per dozen.
4 dozen brass drawer locks, assorted.....	12 00	per dozen.
2 dozen iron cupboard locks.....	4 50	per dozen.
2 dozen universal knobs and spindles, 1½ to 2½ inches long.....	4 00	per dozen.
4 gross sash pulleys, iron axles, 1¾ to 2 inches.....	12 00	per gross.
3 pairs round pliers.....	75	each.
7 pairs flat pliers, 7 inches long.....	1 00	each.
1 pair flat pliers, 9 inches long.....	2 00	each.
6 pairs cutting pliers, 12 inches long.....	1 50	each.
6 pairs cutting round pliers, 7 inches long.....	75	each.
1 pair belt punches, assorted sizes.....	1 00	each.
6 hand vices, large size.....	2 00	each.
6 hand vices, small size.....	1 00	each.
12 bench vices, large size, wrought iron.....	20 00	each.

6 bench vices, parallel, medium size.....	\$7 00	each.
2 sets of the alphabet, large and small, stamping iron..	10 00	per set
2 sets of figures, large and small.....	4 00	per set.
10 spirit levels, 8 to 30 inches.....	3 00	each.
6 steam gauges, Ashcroft's, high pressure.....	33 00	each.
36 globe lanterns.....	2 50	each.
2 Ohio grindstones, 4 feet diameter, 6 inches thick.....	30 00	each.
18 Ohio grindstones, 3 feet 6 inches diameter, 4 inches thick.....	25 00	each.
1 Ohio grindstone, 3 feet diameter, 4 inches thick.....	20 00	each.
2 steel standard rules.....	7 00	each.
7 dozen Coe's monkey wrenches, assorted.....	24 00	per dozen.
6 dozen gauge cocks, large size.....	72 00	per dozen.
6 high-pressure oil globes, No. 2.....	3 00	each.
1 set stocks and dies, with plug and taper taps to cut one-half, five-eighths, seven-eighths, and one inch...	6 00	per set.
24 hand screws, 14 inches long.....	1 00	each.
12 hand screws, 12 inches long.....	80	each.
3 dozen iron bench screws.....	40 00	per dozen.
3 dozen wooden bench screws.....	12 00	per dozen.
6 jack-screws, equal to Ballard's.....	9 00	each.
2 hydraulic jacks, equal to Dudgeon's, 25 tons power..	70 00	each.
6 hydraulic jacks, equal to Dudgeon's, 15 tons power, to lift from toe.....	60 00	each.
6 pairs calipers, 6 to 12 inches, set screw and quadrant.	2 00	each.
6 hack-saws, Stubbs's, with frames, 14 inches.....	3 00	each.
3½ dozen cross-cut saws, assorted.....	72 00	per dozen.
24 jig-saws, ¾ to 1 inch wide.....	60	each.
4 circular saws, 8, 12, 14, and 16 inches diameter.....	7 50	each.
2 saw mandrills, boxes and pulleys complete, to suit 16-inch saws.....	40 00	each.
1 set wood-turning tools, 6 gouges and 6 chisels.....	10 00	per set.
1,000 pounds banca tin.....	90	per pound.
450 pounds slab zinc.....	17	per pound.
500 pounds sheet zinc.....	33	per pound.
66 boxes sheet tin, 14 by 20 inches, (X).....	40 00	per box.
3,000 pounds sheet lead, thickness as required.....	27	per pound.
900 pounds sheet lead, 8 pounds to the square foot.....	27	per pound.
2 pairs hand bellows, large size.....	4 50	per pair.
12 pairs blacksmiths' bellows, 48 inches diameter.....	45 00	per pair.
6 pairs hand bellows, 15 inches.....	4 50	per pair.
6 ratchets, assorted sizes.....	9 00	each.
6 tube expanders, 2, 2½, 3, 3½, 4, and 4½ inches.....	3 25	each.
10 pounds belt rivets, ½ and ¾ inch long, with eyes, copper	1 25	per pound.
90 pounds copper rivets, Nos. 5 to 10.....	1 00	per pound.
50 pounds sheet brass, Nos. 10 to 24.....	1 00	per pound.
2 tinnerns' raising hammers.....	6 00	each.
1 set planishing hammers.....	10 00	per set.
2 pairs compasses, 10 and 20 inches, set screw.....	2 50	each.
2 pairs compasses, 6 and 8 inches.....	1 00	per pair.
2 pairs compasses, 18 inches, legs, quadrant, and set screw.....	5 00	each.
26 steel squares, 2 feet.....	1 60	each.
1 grooving machine, tinnerns'.....	25 00	each.
1 large size burring machine, tinnerns'.....	16 00	each.
1 small size burring machine, tinnerns'.....	15 00	each.
1 wiring machine.....	22 00	each.
1 turning machine, wire.....	16 00	each.
1 roller swedge, with two sets.....	30 00	each.
1 teakettle stake, two heads.....	30 00	each.
1 bottom stake, No. 1.....	2 00	each.
1 beading machine, tinnerns'.....	28 00	each.
1 set tinnerns' rollers, large size.....	40 00	each.
1 paning down machine.....	15 00	each.
2 pairs crooked-end snips.....	8 00	each.
3 brass plumb bobs.....	75	each.

12 wrought-iron anvils, 300 pounds, 3,600 pounds.....	\$0 33½	per pound.
2 large size braces and bits, 24 in each set.....	8 50	per set.
1 male and female wood screw (blockmaker) cutter, 2½ inches.....	10 00	each.
2 large size drawing knives.....	3 50	each.
2 belt punches.....	50	each.
4 firmer chisels, 1½ to 2 inches.....	1 00	each.
2 carpenters' slices, 3½ and 4 inches.....	4 00	each.
1 dozen socket mortising chisels, ¼ to 2 inches.....	6 00	per dozen.
2 iron dipping ladles, 1 gallon each.....	2 75	each.
1 skimmer.....	2 00	each.
6 deck ladles, pitch.....	2 00	each.
5 dozen cast-steel ship scrapers, handled.....	12 00	per dozen.
1 dozen 1-bushel baskets.....	9 00	per dozen.
4 dozen papers stove polish.....	75	per dozen.
2 scythe blades, usual size.....	1 50	each.
300 feet one and one-half-inch lead pipe.....	1 30	per foot.
100 feet 2-inch lead pipe.....	1 69	per foot.
3 gross brass screws, No. 10, 1½ inch long.....	3 46	per gross.
3 gross brass screws, No. 10, 1¼ inch long.....	3 00	per gross.
2 gross brass screws, No. 8, ¾ inch long.....	1 85	per gross.
2 gross brass screws, No. 9, 1 inch long.....	2 25	per gross.
2 gross brass screws, No. 5, ½ inch long.....	1 50	per gross.
11 gross iron screws, No. 20, 2½ inches long.....	3 80	per gross.
9 gross iron screws, No. 16, 2½ inches long.....	2 80	per gross.
16 gross iron screws, No. 12, 2 inches long.....	1 60	per gross.
18 gross iron screws, No. 11, 1¼ inch long.....	1 20	per gross.
20 gross iron screws, No. 10, 1½ inch long.....	1 20	per gross.
11 gross iron screws, No. 10, 1¼ inch long.....	1 00	per gross.
4 gross iron screws, No. 9, 1 inch long.....	80	per gross.
9 gross iron screws, No. 9, ¾ inch long.....	75	per gross.
3 gross iron screws, No. 8, 1 inch long.....	75	per gross.
8 gross iron screws, No. 6, ¾ inch long.....	60	per gross.
2 gross iron screws, No. 6, ½ inch long.....	50	per gross.
6 gross iron screws, No. 5, ½ inch long.....	45	per gross.

One-third to be delivered in thirty days; one-third in sixty days; and one-third in ninety days from date of contract.

JNO. R. ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 18, stationery.

500 sheets ruled and lettered muster-rolls, per sample.....	\$0 20	per sheet.
24 bottles black ink, (quarts,) Maynard & Noyes.....	75	per bottle.
1 quart carmine ink, in bottles, glass stoppers.....	5 00	per quart.
4 quarts carmine ink, half-pint bottles, David's.....	5 00	per quart.
18 bottles mucilage, 1-pint bottles, with brushes.....	1 00	per bottle.
14 gross Washington medallion pens.....	1 75	per gross.
4 gross Joseph Gillott's steel pens, No. 303.....	3 50	per gross.
2 gross Joseph Gillott's steel pens, No. 404.....	2 50	per gross.
10 dozen gutta-percha penholders, best quality.....	9 00	per dozen.
300 goose quills.....	4 00	per 100.
4 8-quire blank books, ruled, leather bound, for naval store.....	16 00	each.
1 6-quire blank time-book, for naval constructor.....	15 00	each.
1 10-quire blank book, ruled, leather bound, for naval store.....	18 00	each.
6 10-quire requisition books, per sample.....	15 00	each.
1 6-quire journal, leather bound, for naval constructor..	15 00	each.
12 4-quire account books, ruled, half-bound.....	3 09	each.
9 dozen quartermasters' time-books, ruled for 27 days..	18 00	per dozen.
1 ream blank vouchers for expenditures, naval store....	20 00	per ream.
10½ dozen memorandum books.....	9 00	per dozen.
3 4-quire cap books, ruled to pattern.....	5 00	each.

5 3-quire roll books, ruled to pattern.....	\$5 00	each.
1 ream blank daily reports, ruled, (naval constructor)..	18 00	per ream.
$\frac{1}{2}$ ream blank daily reports, ruled, (civil engineer).....	24 00	per ream.
4 $\frac{1}{2}$ reams blank distribution of labor, ruled and lettered .	18 00	per ream.
9 8-quire requisition books, ruled to pattern.....	16 00	each.
2 reams blank requisitions for workmen, (S. engineer)...	18 00	per ream.
10 4-quire blank books.....	4 00	each.
4 6-quire blank books.....	6 00	each.
$\frac{1}{4}$ ream monthly statement of contracts, per sample....	50 00	per ream.
1 ream open purchase bills, for this yard.....	15 00	per ream.
14 reams regulation paper, best quality.....	15 00	per ream.
24 reams foolscap paper, best quality.....	9 00	per ream.
2 reams foolscap paper, 13 $\frac{1}{2}$ by 16 $\frac{1}{2}$	12 00	per ream.
5 quires cap paper, clerk of yard.....	1 00	per quire.
12 reams letter paper, best quality.....	8 00	per ream.
11 reams commercial note paper, best quality.....	5 00	per ream.
$\frac{1}{2}$ ream buff envelope paper, best quality.....	15 00	per ream.
1,000 document envelopes, white, best quality.....	2 00	per 100.
1,100 letter envelopes, white, best quality.....	1 00	per 100.
1,000 letter envelopes, buff, best quality.....	1 00	per 100.
50 sheets blotting board.....	10	per sheet.
12 inkstands, glass.....	1 50	each.
3 dozen pieces J. Gault's erasive gum.....	2 00	per dozen.
24 pieces gum, without emery.....	15	per piece.
8 dozen India-rubber bands.....	75	per dozen.
1 gutta-percha ruler, 2 feet long.....	1 00	each.
52 sheets Whatman's double elephant (cold pressed) drawing paper.....	1 00	per sheet.
24 sheets Whatman's (Uncle Sam's) drawing paper.....	3 00	per sheet.
65 sheets Whatman's antiquarian drawing paper.....	3 00	per sheet.
50 sheets Whatman's imperial drawing paper.....	2 00	per sheet.
6 yards cartoon paper.....	1 00	per yard.
72 yards tracing-cloth.....	3 50	per yard.
69 sheets tracing-paper.....	75	per sheet.
1 roll linen back, or canvas paper.....	30 00	per roll.
4 pounds gum arabic.....	1 00	per pound.
6 glass tumblers.....	50	each.
1 Webster's Dictionary.....	10 00	each.
6 sand boxes.....	75	each.
3 chamois skins.....	1 00	each.
4 pounds Turkey sponge.....	12 00	per pound.
16 paste brushes.....	1 00	each.
4 American Almanacs, 1865.....	2 00	each.
3 ivory paper cutters.....	1 00	each.
4 dozen drawing pins.....	2 00	per dozen.
3 sets engineers' drawing instruments, per sample.....	250 00	each.
500 slate pencils.....	60	per 100.
8 gross Faber's pencils, Nos. 2 and 3.....	18 00	per gross.
2 gross hexagon drawing pencils, Nos. 1, 2, 3, 4, and 5..	20 00	per gross.
2 dozen pieces silk taste, (red).....	2 00	per dozen.
4 $\frac{1}{2}$ dozen pieces red tape.....	1 00	per dozen.
12 sheets pasteboard.....	25	per sheet.
12 Congress knives, 4 blades, best quality.....	3 00	each.
2 hones, (sharpening instruments).....	1 50	each.
1 set of scales of equal parts.....	5 00	per set.
2 double-jointed ivory rules, 24 inches.....	3 00	each.
1 pound scaling-wax, (red).....	3 50	per pound.
13 sticks India ink.....	1 00	per stick.
4 pounce boxes and pounce.....	1 00	each.
2 portfolios, for drawings.....	5 00	each.
11 erasers.....	75	each.
1 dozen pint papers black sand.....	3 00	per dozen.
12 dozen carpenters' lead pencils, No. 2, red and black...	3 00	per dozen.
1 ivory scale, architect's, 12 inches.....	10 00	each.

One-half to be delivered in 30 days, and the remainder in 60 days from date of contract.

LYMAN REYNOLDS. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 19, firewood.

600 cords pine wood..... \$6 70 per cord.
To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 20, hay and straw.

75 tons (2, 240 pounds) of hay, (timothy and clover)..... \$41 00 per ton.
To be delivered as required, with a ice of 12 days.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 21, provender.

900 bushels oats, (32 pounds to the bushel) \$1 20 per bushel.
45,000 pounds hominy..... 08 per pound.
To be delivered as required.

WM. PATTERSON. DATE OF CONTRACT, OCTOBER 14, 1864.

Class No. 22, charcoal.

5, 150 bushels hard-wood charcoal..... \$0 29 per bushel.
25 barrels pulverized charcoal..... 5 50 per barrel.
25 barrels pulverized sea coal..... 9 00 per barrel.

One-third to be delivered in 30 days, one-third in 60, and one-third in 90 days from the date of the contract.

DICKINSON & ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 23, belting, packing, and hose.

350 pounds hemp packing, best quality	\$1 00 per pound.
550 pounds gum packing, $\frac{1}{4}$ to $\frac{7}{8}$ inch thick, best quality.....	2 00 per pound.
4 gum valves, for dock engine pumps, 48 inches diameter, 1 $\frac{1}{4}$ inch thick, best quality.....	200 00 each.
4 gum valves, for dock engine pumps, 45 $\frac{1}{4}$ inches diameter, 1 $\frac{1}{4}$ inch thick.....	175 00 each.
2 gum rings, 55 $\frac{1}{2}$ inches outside diameter, 48 inches inside diameter, 1 $\frac{1}{4}$ inch thick, best quality, (dock engine)....	50 00 each.
240 feet oak-tanned leather belting, double riveted, 24 inches wide	3 00 per foot.
300 feet oak-tanned leather belting, double riveted, 12 inches wide	2 75 per foot.
150 feet oak-tanned leather belting, double riveted, 8 inches wide	1 50 per foot.
250 feet oak-tanned leather belting, double riveted, 6 inches wide	1 00 per foot.
300 feet oak-tanned leather belting, double riveted, 5 inches wide	75 per foot.
500 feet oak-tanned leather belting, double riveted, 4 inches wide	50 per foot.
400 feet oak-tanned leather belting, double riveted, 3 $\frac{1}{2}$ inches wide	25 per foot.
500 feet oak-tanned leather belting, double riveted, 3 inches wide	25 per foot.

300 feet oak-tanned leather belting, double riveted, $2\frac{1}{2}$ inches wide	\$0 20 per foot.
100 feet oak tanned leather belting, double riveted, $2\frac{1}{4}$ inches wide	20 per foot.
25 sides lacing leather, best quality	4 00 per side.
500 feet leading hose, leather, with regulation couplings complete, and two brass nozzles	2 00 per foot.

All of the above articles to be of the best quality, and to be delivered in ninety days from the date of the contract.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 8, 1864.

Class No. 24, sperm and lubricating oils.

700 gallons winter-strained sperm oil	\$2 80 per gallon.
500 gallons lard oil	2 15 per gallon.
90 gallons neat's-foot oil	1 80 per gallon.

To be delivered in thirty days after the date of the contract.

DICKINSON & ELVANS. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 26, augers.

3 dozen round-lipped augers, $\frac{1}{2}$ to $1\frac{1}{2}$ inch, screw bits	\$16 00 per dozen.
$\frac{1}{2}$ dozen screw augers, $1\frac{1}{2}$ inch	9 00 per dozen.
$\frac{1}{2}$ dozen screw augers, $1\frac{1}{4}$ inch	8 00 per dozen.
$\frac{1}{2}$ dozen screw augers, 1 inch	8 00 per dozen.
6 dozen ship carpenters' augers, $1\frac{1}{6}$ inch, without screws	14 00 per dozen.
6 dozen ship carpenters' augers, $1\frac{3}{8}$ inch, without screws	17 00 per dozen.
6 dozen ship carpenters' augers, $1\frac{5}{8}$ inch, without screws	19 00 per dozen.
1 dozen plug bits, $\frac{7}{8}$ to $1\frac{1}{4}$ inch	6 00 per dozen.

To be delivered in thirty days from the date of the contract.

WM. Y. AGARD. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 27, anthracite coal.

1,300 tons, of 2,240 pounds, white ash anthracite coal, steamboat size	\$13 45 per ton.
50 tons, 2,240 pounds, white ash anthracite coal, egg size	13 45 per ton.

All the above coal is to be of the best quality of its kind; 300 tons to be delivered in thirty days after date of contract, and to be completed on or before the 1st December, 1864. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 29, bituminous Cumberland coal.

300 tons, 2,240 pounds, best Cumberland coal, smiths' use	\$15 00 per ton.
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The above coal is to be of the best quality; to be delivered in sixty days after date of contract. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class No. 30, semi-bituminous Broad Top coal, lump.

275 tons, 2,240 pounds, for smiths and engines	\$15 00 per ton.
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To be delivered in thirty days after date of contract. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the government scales.

EATON & GAGE. DATE OF CONTRACT, OCTOBER 5, 1864.

Class 31, copper and composition nails.

145 sheets braziers' copper, thickness as required, (6,700 pounds)	\$0 65 per pound.
582 sheets 16 oz. sheathing copper, (2,716 pounds)	70 per pound.

To be delivered in ninety days after the date of contract.

CHAS. H. POLLOCK. DATE OF CONTRACT, OCTOBER 10, 1864.

Class No. 32, machinery and tools.

1 screw-cutting lathe, shears 24 feet long, swing 48 inches, gearing complete.....	\$4,200 each.
1 screw-cutting lathe, shears 20 feet long, swing 24 inches, gearing complete.....	1,600 each.
1 screw-cutting lathe, shears 20 feet long, swing 30 inches, swivel head, gearing complete.....	2,200 each.
1 screw-cutting lathe, shears 10 feet long, swing 16 inches, swivel-head, gearing complete.....	1,000 each.
1 screw-cutting lathe, shears 6 feet long, swing 12 inches, gearing complete.....	900 each.
1 drill press, large size.....	1,200 each.
1 slotting machine, medium size.....	1,600 each.
1 gear-cutting machine, medium size.....	1,200 each.
1 governor and throttle valve, equal to "Judson's patent," for sawmill engine—flange of valve to be 10 inches diameter, and bore of valve and diameter of pipe 5 inches.....	200 each.
1 steam pump, equal to "Woodward's," No. 5.....	800 each.

The above tools to be on the most improved plan, and each lathe to have one adjustable chuck plate and steady rest. To be delivered in six months after the date of the contract.

WM. F. SIMES & SON. DATE OF CONTRACT, SEPTEMBER 30, 1864.

Class A, sashes, glazed.

Sashes, glazed, for 59 windows, to fit openings, 3 feet 8½ inches wide by 7 feet 1½ inch high, 10 by 13 glass, two casements.....	\$6 93 per window.
Sashes, glazed, for 45 windows, to fit openings, 3 feet 8½ inches wide by 7 feet 7½ inches high, 10 by 14 glass, two casements.....	7 39½ per window.
Sashes, glazed, for 34 windows, to fit openings, 3 feet 1½ inch wide by 7 feet 3 inches high, two casements.....	7 73½ per window.
Sashes, glazed, for 124 windows, to suit window frames 6 feet 7 inches high and 3 feet 8½ inches wide, two casements.....	6 66½ per window.

To be delivered in 90 days from date of contract.

Schedule of materials required at the United States navy yard, Pensacola, Fla.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 16 ship chandlery.

1,000 pounds tallow.....	\$0 30 per pound.
500 pounds cotton waste.....	55 per pound.
1 American ensign, No. 6.....	15 00 each.
1 American ensign, No. 10.....	36 00 each.

To be delivered as required.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 17, hardware.

1 dozen clamp screws, 18 to 24 inches.....	\$125 00 per dozen.
1 dozen double headed mauls.....	44 00 per dozen.
3 gross whip-saw files.....	64 00 per gross.
12 gross handsaw files, 4 inches.....	34 00 per gross.
6 gross handsaw files, 6 inches.....	50 00 per gross.
3 gross rip-saw files, 8 inches.....	90 00 per gross.
2 dozen mill-saw files, 12 to 14 inches.....	13 00 per dozen.

To be delivered as required.

Not bid for. Class No. 18, stationery.

2 reams official paper.....	per ream.
5 reams foolscap paper.....	per ream.
5 reams letter paper.....	per ream.
3 reams note paper.....	per ream.
5 quires envelope paper.....	per quire.
5 quires wrapping paper.....	per quire.
10 sheets thick white blotting paper.....	per sheet.
10 official envelopes.....	per M.
10 letter envelopes.....	per M.
1 copying letter press, 10 by 15 inches in clear.....	each.
1 letter book for same, brush, silk, &c., complete.....	each.
2 bottles Arnold's copying ink.....	per bottle.
1 dozen bottles Arnold's writing fluid.....	per dozen.
10 bottles Guyot's carmine ink.....	per bottle.
10 dozen penholders.....	per dozen.
2 gross steel pens.....	per gross.
2 pen racks.....	each.
2 dozen pieces tape.....	per dozen.
10 inkstands.....	each.
10 pieces rubber.....	each.
1 pound sealingwax.....	per pound.
1 erasers.....	each.
1 penknives.....	each.
1 rolling rulers.....	each.
1 flat rulers.....	each.
1 dozen lead pencils, Nos. 1 and 2.....	per dozen.
1 quills.....	per 100.
1 paper knives.....	each.
1 dozen elastic letter bands.....	per dozen.
1 2-quire blank books.....	each.
1 dozen memorandum books.....	per dozen.
1 pair office shears.....	each.
1 paper weights.....	each.
1 wire files.....	each.
1 bottles mucilage.....	each.

To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 19, firewood.

10 cords best seasoned pine wood..... \$19 00 per cord.
To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 20, hay and straw.

10 tons (2,240 pounds) best timothy and clover hay..... \$40 00 per ton.
To be delivered as required.

S. A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 21, provender.

100 pounds fresh corn meal..... \$0 13 per pound.
To be delivered as required.

JAMES M. SHAW. DATE OF CONTRACT, OCTOBER 3, 1864.

Class No. 24, sperm and lubricating oils.

100 gallons lard oil..... \$2 97 per gallon.
100 gallons sperm oil..... 2 99 per gallon.

To be delivered as required.

SAMUEL A. WHEELWRIGHT. DATE OF CONTRACT, OCTOBER 7, 1864.

Class No. 26, augers.

2 dozen augers, nine-sixteenths inch.....	\$12 00 per dozen.
1 dozen augers, eight-sixteenths inch.....	11 25 per dozen.
2 dozen augers, eleven-sixteenths inch.....	15 00 per dozen.
1 dozen augers, ten-sixteenths inch.....	14 00 per dozen.
2 dozen augers, thirteen-sixteenths inch.....	17 50 per dozen.
1 dozen augers, twelve-sixteenths inch.....	16 50 per dozen.
2 dozen augers, fifteen-sixteenths inch.....	21 00 per dozen.
1 dozen augers, fourteen-sixteenths inch.....	19 50 per dozen.
2 dozen augers, seventeen-sixteenths inch.....	23 00 per dozen.
1 dozen augers, sixteen-sixteenths inch.....	22 00 per dozen.
2 dozen augers, twenty-one-sixteenths inch.....	28 00 per dozen.
1 dozen augers, twenty-three-sixteenths inch.....	31 00 per dozen.
1 dozen screw augers, twelve-eighths inch.....	33 00 per dozen.
1 dozen screw augers, sixteen-eighths inch.....	48 00 per dozen.
1 dozen screw augers, twenty-eighths inch.....	84 00 per dozen.

To be delivered as required.

WM. Y. AGARD. DATE OF CONTRACT, SEPTEMBER 29, 1864.

Class No. 27, anthracite coal.

900 tons (2, 240 pounds) anthracite coal..... \$22 45 per ton.

All the above coal to be of the best quality of its kind, to be delivered as required, and all to be delivered on or before the first January, 1865. The contractor is to discharge it into carts provided by the government; and the quantity delivered is to be paid for at the weights of the navy yard scales.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, OCTOBER 6, 1864.

Class No. 29, bituminous Cumberland coal.

600 tons bituminous Cumberland coal, (2, 240 pounds).... \$22 00 per ton.

All the above coal to be of the best quality of its kind, to be delivered as required, and all to be delivered on or before the first January, 1865. The contractor is to discharge it into carts furnished by the government; and the quantity delivered is to be paid for at the weights of the navy yard scales.

STEVENS BROS. & CO. DATE OF CONTRACT, OCTOBER 4, 1864.

Class No. 32, machinery and tools.

1 first-class medium sized compound planer.....	\$1,000 00 each.
1 set boiler plate rolls—rolls to be 9 feet long, and the machine to be worked by hand-power.....	2,000 00 each.

To be delivered in four months from date of contract.

No. 3.

NAVY DEPARTMENT, BUREAU OF EQUIPMENT AND RECRUITING,
Washington, October 15, 1864.

SIR: I have the honor to submit herewith estimates for this bureau for the fiscal year ending June 30, 1866. Though larger than the current year's appropriation, they are based upon its probable expenditures, and believed to be as economical as possible. No "contingent" is estimated for, as the estimated balance remaining on the 30th of June, 1865, will, no doubt, be sufficient for the next fiscal year. The consumption of coal this year will be about 500,000 tons. This, with the demurrage, damages, and other incidental expenses, attendant on its transportation, will exceed the amount appropriated, and at the proper time an additional appropriation will be asked for to meet the deficiency. Difficulties among the operatives at the mines and on the railroad, last summer, threatened very serious embarrassment to the department, and, though during some ten days no coal was forwarded to the squadrons, the supplies on hand fortunately prevented any hindrance to their operations and effectiveness. It is proposed to have a large surplus on hand at the different depots, to guard against winter and other contingencies. The ship *Greenland*, loaded with 900 tons for the West Gulf squadron, was destroyed by the *Florida*, in July last. Government assumed the war risk on her, and paid the appraised value, \$23,500.

The ropewalk at Charlestown navy yard continues to furnish all the larger sizes of rope required for the navy, but much of the smaller cordage is required to be purchased.

Proposals were advertised to furnish anchors to the navy, in May last, but no bids were received, and in this connexion I would suggest that it would be to the advantage of government to have its own establishments for the manufacture of cables and anchors, the navy yard at Washington being unable to supply the wants of the navy.

The personnel of the navy is about 6,000 officers and 45,000 men. Under the President's last call for 500,000 men, they were permitted, with privilege to furnish substitutes in advance of draft, to enter either the army or navy. This, with the same bounties given as in the army, rapidly filled up the naval deficiencies, but, owing to the great preponderance of landsmen, the department was compelled to confine their enlistments to 15 per cent. Several new rendezvous were opened in different localities, to facilitate the enlistment of those desiring to enter the naval service.

There are 100 or more apprentice boys on board the school-ship *Sabine*, and the commander speaks very encouragingly of the system, and the proficiency of the apprentices.

The various branches of public service connected with this bureau, and the great amount of writing required in the recruiting department, and its correspondence, compel me to ask for additional clerical force, and I have accordingly submitted an estimate for one clerk of the third class, and one of the first class.

I have the honor to be, very respectfully, your obedient servant,

A. N. SMITH,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 3.

E. & R., No. 1.

*Estimate of the amount required for the support of the Bureau of Equipme
and Recruiting for the fiscal year ending June 30, 1866.*

For salary of chief of bureau.....	\$3,500 00
For salary of chief clerk.....	1,800 00
For salary of two clerks.....	2,800 00
For salary of one clerk.....	1,200 00
For salary of one clerk.....	1,400 00
For salary of one clerk.....	1,200 00
Per act of Congress, approved July 2, 1864; Stat. at Large, sess. 1, chap. 219, page 273.	
For salary of messenger.....	1,000 00
For salary of laborer.....	720 00
Per act approved July 25, 1864.	
	13,620 00

SUBMITTED.

For salary of one clerk.....	\$1,600 00
For salary of one clerk.....	1,200 00
	16,420 00

CONTINGENT.

Stationery, books, &c.....	800 00
	17,220 00
Appropriation for year ending June 30, 1865	\$11,240 00

E. & R., No. 2.

*Estimates for pay of commission, warrant, and petty officers, seamen, &c.,
including the engineer corps of the navy, required for vessels proposed to
be kept in commission for the fiscal year ending June 30, 1866.*

Appropriation for the year ending June 30, 1865.....	\$18,400,000 00
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Estimate for the year ending June 30, 1866.

Fifty thousand men, at \$235 each.....	\$11,750,000 00
Seven thousand officers, at \$1,500 each, average.....	10,500,000 00
	22,250,000 00

E. & R., No. 3.

Estimate for the purchase of hemp and other materials.

Appropriated for the year ending June 30, 1865.....	\$700,000 00
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Estimates for the year ending June 30, 1866.

For the purchase of 1,200 tons of hemp, rope, hides, pitch, and
other materials for the manufacture of rope, including labor.. \$570, 000 00

E. & R., No. 4.

*Estimate of coal for the use of the navy, with the expense of transportation,
storage, &c., thereon.*

Appropriation for the year ending June 30, 1865..... \$3, 840, 000 00

Estimate for the year ending June 30, 1866.

For the purchase of coal and the transportation and expenses
thereon for 400 steam vessels, at 1,200 tons per annum.... \$7, 680, 000 00

E. & R., No. 5.

*Estimate of the amount required for the purchase of articles for the equipment
of vessels in the navy for the fiscal year ending June 30, 1856.*

Appropriation for the year ending June 30, 1865..... \$3, 000, 000 00

Estimate for the year ending June 30, 1866.

For the purchase of various articles of equipment, canvas,
leather, iron, cables and anchors, oil, furniture, galleys, and
stores, and for the payment of labor, &c., on articles manu-
factured in the navy yards, and for outfit stores in the
masters', boatswains', and sailmakers' department of vessels \$5, 800, 000 00

RECAPITULATION OF ESTIMATES.

Salaries	\$16, 420
Contingent	800
	17, 220

NAVAL SERVICES.

Pay of the navy	\$22, 250, 000
Hemp and other materials	570, 000
Coal for the navy	7, 680, 000
Equipment of vessels	5, 800, 000
	36, 300, 000

A. N. SMITH,
Chief of Bureau.

BUREAU OF EQUIPMENT AND RECRUITING,
October 15, 1864.

Estimates of appropriations, under the cognizance of the Bureau of Equipment and Recruiting, for the service of the fiscal year ending June 30, 1866.

Heads of appropriations.	Estimate of appropriations required for the year ending June 30, 1866.	Estimates of balances of appropriations unexpended June 30, 1865, which may be applied to the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
Civil and contingent expenses.....	\$17, 220 00	-----	\$11, 240 00
Pay of the navy.....	22, 250, 000 00	-----	18, 400, 000 00
Hemp and other materials.....	570, 000 00	\$600, 000 00	700, 000 00
Coal for the navy.....	7, 680, 000 00	-----	3, 840, 000 00
Equipment of vessels.....	5, 800, 000 00	-----	3, 000, 000 00
Contingent expenses.....	-----	800, 000 00	1, 250, 000 00
	36, 317, 220 00	1, 400, 000 00	27, 201, 240 00

BUREAU OF EQUIPMENT AND RECRUITING.

A. N. SMITH, *Chief of Bureau.*

E. & R., No. 6.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF EQUIPMENT AND RECRUITING, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Kittery, Maine, under advertisement dated July 18, 1864.

Class No. 1, flax, canvass, and twine:

William Brand	*\$139,020 00
William Brand, (gold basis)	51,830 00

Class No. 5, sperm oil:

Southard, Herbert & Co ...	*5,380 00
William A. Wheeler.....	7,000 00
Sylvanus Thomas.....	5,880 00
James M. Shaw.....	5,480 00

Class No. 7, cooking utensils:

Lockwood & Collins.....	*1,150 00
William A. Wheeler.....	1,257 50

Class No. 8, stoves:

Lockwood & Collins.....	450 00
William A. Wheeler.....	*150 00

Class No. 10, leather:

Lockwood & Collins.....	3,086 20
William A. Wheeler.....	3,818 00
George Adams.....	*2,974 80

Class No. 11, leather hose:

William A. Wheeler.....	9,325 00
John H. Bailey	*8,840 00

Class No. 13, lanterns:

William Porter & Sons....	*1,862 50
Lockwood & Collins.....	2,600 00
William A. Wheeler.....	2,505 00

Class No. 18, soap and tallow:

Southard, Herbert & Co....	\$540 00
N. F. Mathes	*500 00
Lockwood & Collins	520 00
William A. Wheeler.....	700 00

Class No. 22, stationery:

Hall L. Davis	*3,139 90
William A. Wheeler.....	4,403 20

Class No. 23, hardware:

Lockwood & Collins.....	5,859 50
William A. Wheeler.....	*5,407 00

Class No. 24, ship chandlery:

Lockwood & Collins.....	*4,614 50
William A. Wheeler.....	5,587 85

Class No. 27, dry goods:

Lockwood & Collins.....	*2,218 00
William A. Wheeler.....	2,370 00

Class No. 29, fire-wood:

J. M. Mathes	2,580 00
Andrew J. Stimson.....	2,548 00
William A. Wheeler.....	*2,540 00

Class No. 31, tar oil and neat's-foot oil:

George T. Vaughan	585 00
Banker & Carpenter.....	*440 00
Lockwood & Collins.....	660 00
William A. Wheeler.....	1,650 00

Henry B. Hewett made an informal offer for Class No. 1, which could not be computed.

Offers for supplies for the navy yard, Charlestown, Mass., under advertisement dated July 18, 1864.

Class No. 1, flax canvas and twine:

William Brand	*\$254,200 00
William Brand, (gold basis)	94,615 00

Class No. 5, sperm oil:

Charles C. Wentworth	\$30,780 00
Sylvanus Thomas	31,644 00
Southard, Herbert & Co... ..	*29,484 00
William A. Wheeler	32,400 00
James M. Shaw	29,592 00

* Accepted.

Class No. 7, cooking utensils:

William A. Wheeler *\$3,574 50
 Lockwood & Collins 6,527 00

Class No. 8, stoves:

Charles C. Wentworth *228 00
 William A. Wheeler 240 00
 Lockwood & Collins 900 00

Class No. 10, leather:

William A. Wheeler 14,899 00
 Lockwood & Collins 14,152 50
 George Adams *11,275 00

Class No. 11, leather hose:

Charles C. Wentworth 21,611 00
 William A. Wheeler *15,400 00

Class No. 12, ox hides for rope:

N. R. Leman, jr *35,100 00
 William A. Wheeler 65,000 00
 George Adams 46,800 00

Class No. 13, sheet iron:

Charles C. Wentworth *687 50
 William A. Wheeler 1,075 00

Class No. 18, soap and tallow:

Southard, Herbert & Co.... 2,976 00
 William A. Wheeler 3,080 00
 Lockwood & Collins 3,000 00
 George Adams *2,620 00

Class No. 20, brushes:

William A. Wheeler *3,775 00

Henry B. Hewett made an informal offer for Class No. 1.

Banker & Carpenter \$5,737 50
 Lockwood & Collins 7,700 00

Class No. 22, stationery:

William A. Wheeler *15,850 50

Class No. 23, hardware:

William A. Wheeler *1,278 60
 Lockwood & Collins 1,454 00

Class No. 24, ship-chandlery:

William A. Wheeler *11,559 25
 Lockwood & Collins 12,475 00

Class No. 25, copper wire:

Charles C. Wentworth *8,800 00
 William A. Wheeler 12,000 00
 Lockwood & Collins 9,400 00
 George Adams 8,900 00

Class No. 27, dry goods:

William A. Wheeler 17,409 00
 Lockwood & Collins *9,433 00

Class No. 29, firewood:

Trickey & Jewett *4,800 00
 William A. Wheeler 4,800 00
 Watson & Pettinger 6,400 00

Class No. 31, whale, tar, and neat's-foot oil:

Charles C. Wentworth 50,319 00
 Southard, Herbert & Co... *43,335 00
 William A. Wheeler 64,600 00
 Lockwood & Collins 51,800 00
 James M. Shaw 74,523 00

Offers for supplies for the navy yard, Brooklyn, New York, under advertisement dated July 18, 1864.

Class No. 1, flax canvas and twine:

William Brand *\$819,918 75
 William Brand, (gold basis) 310,435 75

Class No. 3, iron nails and sheave rivets:

Lockwood & Collins *17,664 00

William A. Wheeler \$29,442 50
 Bingham & Anthony 25,310 00

Class No. 4, tin, zinc, &c.:

Lockwood & Collins *\$8,054 00
 William A. Wheeler 8,708 80
 Bingham & Anthony 9,849 40

*Accepted.

† Class No. 29 was awarded by lot.

Class No. 5, sperm oil :

Sylvanus Thomas	\$73,250 00
Southard, Herbert & Co....	73,750 00
Banker & Carpenter	79,750 00
William A. Wheeler	75,000 00
James M. Shaw	*68,500 00

Class No. 6, white pine and black walnut :

Joseph W. Duryee	*14,325 00
Watson & Pettinger	16,895 00

Class No. 7, cooking utensils :

Lockwood & Collins	11,675 00
William A. Wheeler	*8,296 25

Class No. 8, cooking cabooses and stoves :

Lockwood & Collins	40,563 00
William A. Wheeler	59,292 50
Packard & Hill	*15,554 50

Class No. 10, leather :

Lockwood & Collins	*15,800 00
William A. Wheeler	19,195 00
Bingham & Anthony	21,040 00

Class No. 11, leather hose :

James R. Pugh	*24,400 00
William A. Wheeler	36,000 00
Bingham & Anthony	30,000 00

Class No. 12, lignumvitæ :

Lockwood & Collins	15,000 00
William A. Wheeler	10,000 00
Watson & Pettinger	*8,375 00

Class No. 13, lanterns and lamps :

William Porter & Sons	*24,451 50
William A. Wheeler	33,290 50
S. M. Aikman & Co	34,265 00

Henry B. Hewett made an informal offer for Class No. 1.

Class No. 18, soap and tallow :

Southard, Herbert & Co....	\$224 00
Lockwood & Collins	*170 00
William A. Wheeler	238 00
Bingham & Anthony	183 00

Class No. 20, brushes :

Lockwood & Collins	16,700 00
William H. Shields	*3,240 00
William A. Wheeler	10,470 00

Class No. 22, stationery :

William A. Wheeler	19,989 50
Arthur & Crawford	*13,300 50

Class No. 23, hardware :

Lockwood & Collins	23,291 00
William A. Wheeler	*22,651 70
Bingham & Anthony	25,752 80

Class No. 24, ship-chandlery :

Lockwood & Collins	37,312 50
William A. Wheeler	28,273 75
Bingham & Anthony	*22,622 50

Class No. 27, dry goods :

Lockwood & Collins	25,833 00
William A. Wheeler	*24,115 00

Class No. 29, firewood :

William A. Wheeler	*3,900 00
Watson & Pettinger	4,500 00

Class No. 31, neat's-foot oil :

Southard, Herbert & Co....	588 00
Lockwood & Collins	600 00
Banker & Carpenter	*525 00
William A. Wheeler	900 00

Offers for supplies for the navy yard, Philadelphia, under advertisement dated July 18, 1864.

Class No. 1, flax canvas and twine :

William Brand	*\$42,080 75
William Brand, (gold basis)	15,221 25

Banker & Carpenter	\$19,573 80
James M. Shaw	*16,786 20

Class No. 7, cooking utensils :

Lockwood & Collins	2,280 00
William A. Wheeler	1,429 80
Charles M. Griskey	*856 20
Grove & Armbruster	1,029 96

Class No. 5, sperm oil :

Sylvanus Thomas	17,998 20
William A. Wheeler	18,180 00
Southard, Herbert & Co....	17,998 20

*Accepted]

Class No. 10, leather:

Lockwood & Collins.....	\$4,492 20
William A. Wheeler.....	5,351 00
Hulseman, Berry & Baugh	*4,371 00
Grove & Armbruster.....	4,835 80

Class No. 11, leather hose:

William A. Wheeler.....	7,950 00
James R. Pugh.....	*5,040 00
Grove & Armbruster.....	9,450 00

Class No. 18, soap and tallow:

Lockwood & Collins.....	490 00
William A. Wheeler.....	620 00
Southard, Herbert & Co...	540 00
Grove & Armbruster.....	*450 00

Class No. 20, brushes:

Lockwood & Collins.....	2,790 00
William A. Wheeler.....	1,390 00
Grove & Armbruster.....	*926 50

Class No. 22, stationery:

Ferdinand Foster.....	*1,506 74
William A. Wheeler.....	1,905 70

Class No. 23, hardware:

Lockwood & Collins.....	\$16,165 00
William A. Wheeler.....	10,718 15
Charles M. Griskey.....	9,849 17
Grove & Armbruster.....	*9,671 49

Class No. 24, ship-chandlery:

Lockwood & Collins.....	6,332 00
William A. Wheeler.....	5,221 00
Charles M. Griskey.....	4,918 75
Grove & Armbruster.....	*4,886 75

Class No. 27, dry goods:

Lockwood & Collins.....	3,590 10
William A. Wheeler.....	*2,525 00
Grove & Armbruster.....	5,064 85

Class No. 29, firewood:

William A. Wheeler.....	1,200 00
Watson & Pettinger.....	1,400 00
Grove & Armbruster.....	*1,195 00

Class No. 31, tar oil and neat's-foot oil:

Lockwood & Collins.....	774 00
William A. Wheeler.....	786 00
Southard, Herbert & Co...	607 00
Banker & Carpenter.....	*474 00

Henry B. Hewett made an informal offer on Class No. 1.

Offers for supplies for the navy yard, Washington, D. C., under advertisement dated July 18, 1864.

Class No. 1, flax canvas and twine:

William Brand.....	*\$173,500 00
William Brand, (gold basis)	64,820 00

Class No. 4, zinc and tin:

E. Wheeler & Sons.....	*1,290 00
William A. Wheeler.....	1,935 00
Lockwood & Collins.....	1,450 00

Class No. 5, sperm oil:

William A. Wheeler.....	16,250 00
Southard, Herbert & Co...	14,950 00
Banker & Carpenter.....	16,050 00
Sylvanus Thomas.....	15,000 00
James M. Shaw.....	*13,950 00

Class No. 8, stoves and cooking cabooses:

E. Wheeler & Sons.....	*595 00
William A. Wheeler.....	617 00
Lockwood & Collins.....	1,402 00

Class No. 10, leather:

E. Wheeler & Sons.....	*\$93 00
William A. Wheeler.....	190 00
Lockwood & Collins.....	170 00

Class No. 12, lignumvitæ:

William A. Wheeler.....	3,000 00
Lockwood & Collins.....	*2,000 00

Class No. 13, lanterns:

William A. Wheeler.....	4,095 00
William Porter & Sons....	*2,571 00
S. M. Aikman & Co.....	3,060 00

Class No. 18, soap and tallow:

E. Wheeler & Sons.....	*805 00
William A. Wheeler.....	1,120 00
Southard, Herbert & Co..	1,075 00
Lockwood & Collins.....	1,025 00

*Accepted.

Class No. 20, brushes:

E. Wheeler & Sons	*\$1,702 00
William A. Wheeler	2,250 00
Lockwood & Collins	3,020 00

Class No. 22, stationery:

E. Wheeler & Sons	*3,108 50
William A. Wheeler	3,498 50

Class No. 23, hardware:

E. Wheeler & Sons	*1,112 90
William A. Wheeler	1,167 80
Lockwood & Collins	1,648 00

Class No. 24, ship-chandlery:

E. Wheeler & Sons	*2,403 50
William A. Wheeler	2,942 50
Lockwood & Collins	3,475 00

Class No. 25, copper wire:

E. Wheeler & Sons	500 00
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William A. Wheeler	\$750 00
Lockwood & Collins	*450 00

Class No. 27, dry goods:

William A. Wheeler	*13,446 30
Lockwood & Collins	13,909 00

Class No. 32, galley iron:

E. Wheeler & Sons	*5,822 50
William A. Wheeler	8,520 00

Class No. 34, chain iron:

William A. Wheeler	51,100 00
William E. Coffin & Co.	*19,760 00

Class No. 36, walnut, mahogany, and ash:

No bidders.

Class No. 38, ingot copper:

William A. Wheeler	7,000 00
Lockwood & Collins	*5,600 00

H. B. Hewett made an informal offer for Class No. 1.

Offer for anthracite coal for the navy to be delivered at New York and Philadelphia under advertisement dated May 24, 1864.

William Y. Agard:

30,000* tons anthracite coal, to be delivered at New York, at \$11 20 per ton.
100,000* tons anthracite coal, to be delivered at Philadelphia, at \$8 42 per ton.

William Underdown:

100,000 tons anthracite coal, to be delivered at Philadelphia, at \$8 49 per ton.

* Accepted.

E. & R., No. 7.

LIST OF CONTRACTS MADE BY THE BUREAU OF EQUIPMENT & RECRUITING
FOR THE FISCAL YEAR ENDING JUNE 30, 1865.

Schedule of materials required at the United States navy yard, Kittery, Maine, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1865.

WM. BRAND, NEW YORK. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 1, flax canvas and twine.

140 bolts No. 1 flax canvas	\$63 00 per bolt.
350 bolts No. 2 flax canvas	61 00 per bolt.
300 bolts No. 3 flax canvas	59 00 per bolt.
250 bolts No. 4 flax canvas	57 00 per bolt.
250 bolts No. 5 flax canvas	55 00 per bolt.
350 bolts No. 6 flax canvas	53 00 per bolt.
200 bolts No. 7 flax canvas	51 00 per bolt.
200 bolts No. 8 flax canvas	49 00 per bolt.

100 bolts light ravens duck, No. 12	\$30 00 per bolt.
100 bolts flax hammock stuff.....	110 00 per bolt.
100 bolts flax bag stuff.....	90 00 per bolt.
1,000 yards light parcelling	40 per yard.
600 pounds flax seine twine.....	2 00 per pound.

All applications for samples or information will be made to the commandant of the yard. The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards ; the blue thread to be 1½ inch from the selvage ; the warp and filling to be spun exclusively from long, well-dressed water-rotted flax, of the best quality, without any mixture of shorts or tow ; the yarns to be evenly spun, and of proper fineness ; the warp to be rather more twisted than the filling

The warp and filling from Nos. 2 to 5, inclusive, to be double thread, moderately twisted ; No. 6, double warp and single weft or filling, and Nos. 7 and 8 single thread. No description of weavers' dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be 1 inch in width, except No. 8, which will be 1¼ ; the hammock stuff to be 42 inches wide, and 50 running yards to each bolt, and to weigh 100 pounds to the bolt ; the bag stuff to be 42 inches wide, and 50 running yards to each bolt ; to weigh 75 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
2	38 pounds avoirdupois.....	420 pounds.....	280 pounds.
3	35 pounds avoirdupois.....	370 pounds.....	250 pounds.
4	32 pounds avoirdupois.....	340 pounds.....	230 pounds.
5	29 pounds avoirdupois.....	320 pounds.....	216 pounds.
6	26 pounds avoirdupois.....	300 pounds.....	200 pounds.
7	23 pounds avoirdupois.....	280 pounds.....	193 pounds.
8	20 pounds avoirdupois.....	300 pounds.....	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before 1st December next ; one-third part on or before 1st April ; and the remaining part on or before 30th June, 1865 ; unless earlier required, with a notice of twenty days.

SOUTHARD, HERBERT & Co., BOSTON. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 5, sperm oil.

2,000 gallons winter-strained sperm oil.....	\$2 69 per gallon.
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All applications for samples or information will be made to the commandant of the yard. The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with ether or inferior oils and adulterations. To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons. The whole to be delivered on or before the 1st of April, 1865, unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS, NEW YORK. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 7, cooking utensils.

50 iron teakettles, per sample.....	\$3 00 each.
25 camp-kettles.....	10 00 each.
75 frying-pans, assorted.....	2 00 each.
150 stew-pans, enamelled, assorted.....	3 00 each.
30 gridirons.....	2 00 each.
30 shovels.....	1 00 each.
30 griddles.....	1 00 each.
30 tongs.....	1 00 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th June, 1865, unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 8, stoves.

6 cabin and wardroom stoves, as per sample \$25 00 each.

All applications for samples or information will be made to the commandant of the yard.

To be delivered on or before the 1st of April, 1865; unless earlier required, with a notice of twenty days.

GEORGE ADAMS, BOSTON. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 10, leather.

100 sides rigging leather, each side not less than ten pounds, (1,000 pounds).....	\$0 75 per pound.
100 sides pump leather, each side not less than 25 pounds, (2,500 pounds).....	75 per pound.
53 sides bellows leather, each side not less than 6 pounds, (318 pounds).....	1 10 per pound.
The leather to be of the best white-oak tanned.	

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st of April, 1865, unless earlier required, with a notice of twenty days.

JOHN H. BAILEY. DATE OF CONTRACT, AUGUST 18, 1864.

Class No. 11, leather hose.

3,000 feet best rubber, 3-ply leading hose, 2½ inches diameter	\$1 50 per foot.
700 feet 2½-inch suction hose, rubber, on brass wire.....	6 20 per foot.

The force-pump hose to be in lengths of 25 feet; the suction hose in lengths of 6 feet. Couplings not to be furnished by the contractor.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of March; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. PORTER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 13, lanterns.

16 storeroom lanterns, per sample.....	\$25 00 each.
60 spirit-room, fore and main hold, deck, and side lanterns, with spare bottoms and sockets, for holding candle, to each, per sample.....	3 73 each.
60 main and berth deck lanterns, white, per sample.....	11 00 each.
60 globe lanterns, (large).....	5 00 each.
75 globe lanterns, (small).....	3 50 each.
10 globe shades, (large).....	1 00 each.
10 globe shades, (small).....	50 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

NATHAN F. MATHES. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 18, tallow.

2,000 pounds best beef tallow..... \$0 25 per pound.

All applications for sample or information will be made to the commandant of the yard.

To be delivered in tight and suitable vessels on or before the 30th of June, 1865, unless earlier required, with a notice of twenty days.

HALL L. DAVIS. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 22, stationery.

6 pounds refined gum-arabic	\$0 50	per pound.
5 pounds wafers, (American)	1 00	per pound.
10 pounds best sealingwax	1 50	per pound.
24 yards tracing cloth	1 00	per yard.
10 pounds rubber prepared in ounce pieces	1 50	per pound.
3,000 slate pencils, white, Rutland	50	per M.
3,000 quills, No. 80	8 00	per M.
24 bottles carmine ink, half pints	50	per bottle.
60 bottles black ink, half pints	20	per bottle.
60 bottles black ink, pints	30	per bottle.
72 papers ink-powder	10	per paper.
12 dozen papers black sand, half pints	04	per paper.
12 dozen camel's hair brushes	30	per dozen.
1 dozen sable hair brushes	1 50	per dozen.
6 dozen penholders to suit pens	25	per dozen.
24 dozen best black lead pencils, (drawing,) assorted, Faber's	1 00	per dozen.
18 reams log paper	17 00	per ream.
50 reams foolscap paper, regulation ruled, per sample ..	14 00	per ream.
24 reams foolscap paper, faint lined, per sample	8 00	per ream.
18 reams letter paper, faint lined, per sample	5 00	per ream.
10 reams note paper, faint lined, per sample	3 50	per ream.
6 reams buff envelope paper, per sample	10 00	per ream.
1 ream blotting paper, red and white, per sample	5 00	per ream.
48 blank books, cap size, one quire, half bound, faint lined	50	each.
48 blank books, cap size, two quires, half bound, faint lined	1 00	each.
48 blank books, cap size, three quires, half bound, faint lined	1 50	each.
36 letter books, cap size, half bound, three quires, faint lined	1 50	each.
24 dozen memorandum books, one quire each, thick bound in leather, with loops	1 00	per dozen..
12 requisition books, printed, per pattern	8 00	each.
24 account books, ruled, per pattern	3 50	each.
12 expenditure books, ruled, per pattern	3 50	each.
12 order books, ruled, per pattern	3 50	each.
12 receipt books, ruled, per pattern	3 50	each.
24 sand-boxes, hard wood, best quality	15	each.
100 drawing pins	02	each.
12 portfolios	6 00	each.
24 drawing pens	50	each.
100 inkstands, glass	50	each.
12 India-ink saucers	50	each.
24 parallel rulers, ebony	1 50	each.
24 erasers, ivory handles	60	each.
24 rulers, ebony	25	each.
24 ivory paper-folders	50	each.
24 flat rulers	25	each.
48 penknives, four blades, Rodgers's best	3 00	each.
24 ivory pounce boxes and pounce	35	each.

5 pieces erasive gum.....	\$0 01	each.
48 Gunter's scales.....	1 00	each.
25 wafer seals, ivory.....	25	each.
12 ships' ledgers, for yeomen's use, per pattern.....	4 00	each.
12 requisition books, for yeomen's use, per pattern.....	8 00	each.
12 ships' day-books, for yeomen's use, per pattern.....	6 00	each.
1 roll drawing paper, 24 yards long, 54 inches wide..	10 00	per roll.
25 sheets antiquarian paper.....	1 50	per sheet.
50 sheets double elephant drawing paper.....	50	per sheet.
50 sheets drawing paper, elephant.....	40	per sheet.
50 sheets tracing paper, double elephant.....	60	per sheet.
12 pieces India ink.....	25	per piece.
48 gross steel pens, bands and nibs, assorted.....	1 00	per gross.
144 pieces red tape.....	06	per piece.
50 pieces silk taste.....	50	per piece.
12,000 self-sealing envelopes, assorted sizes and colors.....	8 00	per M.
2 reams blank monthly returns, per pattern.....	15 00	per ream.
5 reams blank monthly returns, per pattern.....	15 00	per ream.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of March; and the remaining part on or before the 30th of June, 1865, unless earlier required, with a notice of 12 days.

WM. A. WHEELER DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 23, hardware.

50 pairs brass butt hinges, 1-inch, with brass pins, cast butts	\$0 40	per pair.
300 pairs brass butt hinges, 2-inch, with brass pins, cast butts.....	75	per pair.
100 pairs brass butt hinges, 1½-inch, with brass pins, cast butts	50	per pair.
10 dozen brass drawer locks, with keys to differ.....	10 50	per dozen.
8 dozen pairs brass flap hinges, 1½ by 3 inches.....	8 00	per dozen pair.
8 dozen pairs brass flap hinges, 3 by 4 inches.....	22 00	per dozen pair.
6 dozen brass flush bolts, ½ inch wide.....	4 00	per dozen.
6 dozen brass flush bolts, ¾ inch wide.....	5 00	per dozen.
2 dozen brass 4-inch chest locks.....	20 00	per dozen.
2 dozen brass 2½ inch chest locks.....	6 00	per dozen.
3 dozen brass 2-inch chest locks.....	6 00	per dozen.
12 dozen brass 3-inch wardrobe locks.....	10 00	per dozen.
25 dozen brass 1½-inch buttons on plates.....	2 50	per dozen.
20 gross 2-inch pearl white drawer knobs.....	20 00	per gross.
100 pairs brass scoty hinges and fastenings, complete, 5 by 5 inches.....	1 25	per pair.
6 gross 1-inch pearl white drawer knobs.....	18 00	per gross.
200 gross brass screws, gimlet points, No. 4 to 26.....	8 00	per gross.
3 gross ½-inch brass screw knobs.....	5 00	per gross.
200 pounds brass wire, assorted.....	1 20	per pound.
20,000 4 to 8 oz. iron tacks.....	20	per M.
100 gross iron screws, Nos. 4 to 24.....	2 00	per gross.
5,000 6 oz. iron tacks.....	20	per M.
5 spring balances, 25 pounds.....	1 00	each.
50 pounds ½-inch copper tacks.....	1 50	per pound.
5 spring balances, 50 pounds.....	3 00	each.
500 pounds iron cut nails, assorted.....	20	per pound.
5 spring balances, 150 pounds.....	12 00	each.
1½ gross brass padlocks, keys to differ.....	175 00	per gross.
1,000 pounds sheet brass, assorted.....	1 25	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

*Class No. 24, ship-chandlery.

10 pounds iron sheave rivets, $\frac{5}{8}$ inch long, No. 7 wire.....	\$0 50	per pound.
10 pounds iron sheave rivets, 1 inch long, No. 7 wire.....	50	per pound.
10 pounds iron sheave rivets, $1\frac{1}{8}$ inch long, No. 6 wire..	50	per pound.
20 pounds iron sheave rivets, $1\frac{1}{4}$ inch long, No. 6 wire..	50	per pound.
15 pounds iron sheave rivets, $1\frac{3}{8}$ inch long, No. 5 wire..	50	per pound.
18 pounds iron sheave rivets, $1\frac{1}{2}$ inch long, No. 5 wire..	50	per pound.
10 pounds iron sheave rivets, $1\frac{3}{4}$ inch long, No. 4 wire..	50	per pound.
5 pounds iron sheave rivets, 2 inches long, No. 4 wire..	50	per pound.
5 pounds iron sheave rivets, $2\frac{1}{4}$ inches long, No. 4 wire..	50	per pound.
5 pounds iron sheave rivets, $2\frac{1}{2}$ inches long, No. 3 wire..	50	per pound.
3 pounds iron sheave rivets, 3 inches long, No. 3 wire..	50	per pound.
300 gallons naphtha.....	50	per gallon.
1 pound hemp thread.....	3 00	per pound.
100 gallons alcohol, best quality, 95 per cent. proof.....	4 00	per gallon.
500 fishing hooks.....	6 00	per 100.
100 sail knives.....	50	each.
60 shoe knives.....	70	each.
50 fishing lines, 240 feet each.....	2 00	each.
50 jars chloride of lime, in 20-pound jars.....	6 00	per jar.
100 pounds rottenstone.....	10	per pound.
100 pounds soapstone, pulverized.....	10	per pound.
20 pounds worsted yarn.....	3 00	per pound.
12 measuring lines, metallic, 100 feet.....	16 00	each.
500 seaming needles.....	10 00	per 100.
1,200 roping needles.....	10 00	per 100.
200 mounted palms.....	50	each.
100 mounted palms, roping.....	50	each.
40 pairs pincers, assorted.....	1, 00	each.
5 seines of tanned flax, 80 fathoms, with bag and sinkers, complete.....	210 00	each.
50 screwdrivers.....	1 00	each.
10 steelyards.....	3 00	each.
20 sheep-shears.....	3 00	each.
300 galvanized iron thimbles, assorted.....	1 50	each.
500 pounds beeswax.....	1 00	per pound.
100 pounds soda ash.....	10	per pound.
20 pounds bristles.....	9 00	per pound.
50 pounds shellac.....	1 50	per pound.
30 pounds steel wire.....	1 00	per pound.
50 pounds glue.....	50	per pound.
10 scale beams, to weigh 500 pounds.....	15 00	each.
12 belt punches.....	1 00	each.
30 silver calls.....	6 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of March; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 27, dry goods.

50 yards cotton velvet, 1 yard wide, per sample.....	\$5 00	per yard.
150 yards hair cloth, 30 inches wide, per sample.....	5 00	per yard.
200 yards black cambric, per sample.....	1 00	per yard.
100 yards black gimp, $\frac{1}{2}$ inch wide, per sample.....	10	per yard.
100 yards 2-inch webbing, per sample.....	20	per yard.
100 yards 3-inch webbing, per sample.....	60	per yard.
500 pounds curled hair, per sample.....	1 50	per pound.
10 pounds linen thread, per sample.....	2 00	per pound.
8 gross tufts, per sample.....	1 00	per gross.
50 yards enamelled cloth, per sample.....	3 00	per yard.

All applications for samples or information will be made to the commandant of the yard. One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 29, firewood.

160 cords oak firewood.....	\$14 00	per cord.
20 cords pine firewood.....	15 00	per cord.

All applications for information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight young timber; to be in diameter not less than $2\frac{1}{2}$ to 9 inches; the cord to contain not less than 128 cubic feet; the whole to be delivered on or before the 1st of April, 1865; unless earlier required, with a notice of 20 days.

PANKER & CARPENTER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 31, tar oil and neat's-foot oil.

30 gallons neat's-foot oil.....	\$1 75	per gallon.
10 gallons sweet oil.....	2 75	per gallon.
400 gallons tar oil.....	60	per gallon.
20 barrels coal tar.....	6 00	per barrel.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st of April, 1865, unless earlier required, with a notice of 20 days.

Schedule of materials required at the United States navy yard, Charlestown, Mass., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending 30th June, 1865.

WM. BRAND. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 1, flax canvas and twine.

300 bolts No. 1 flax canvas	\$61 00	per bolt.
300 bolts No. 2 flax canvas	59 00	per bolt.
400 bolts No. 3 flax canvas	57 00	per bolt.
400 bolts No. 4 flax canvas	56 00	per bolt.
400 bolts No. 5 flax canvas	54 00	per bolt.
300 bolts No. 6 flax canvas	52 00	per bolt.
300 bolts No. 7 flax canvas	50 00	per bolt.
300 bolts No. 8 flax canvas	48 00	per bolt.
300 bolts No. 9 flax canvas	46 00	per bolt.
250 bolts cot canvas, 30 inches wide.....	60 00	per bolt.
300 bolts bag canvas, 42 inches wide	88 00	per bolt.
300 bolts hammock canvas, 42 inches wide	105 00	per bolt.
10,000 yards coal bagging, 24 inches wide	50	per yard.
6,000 pounds flax sewing twine, 2 and 3 thread.....	1 25	per pound.
200 bolts ravens duck twine	30 00	per bolt.
3,000 yards burlaps, thick and thin.....	40	per yard.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be $1\frac{1}{2}$ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather more twisted than the filling.

The warp and filling, from Nos. 1 to 5, inclusive, to be double thread, moderately twisted; No. 6 double warp and single weft or filling, and Nos. 7 and 8 single thread. No

description of weavers' dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be 1 inch in width, except No. 8, which will be 1½ inch; the flax twine to weigh 3¼ ounces per 200 yards, and bear a strain of 200 pounds; the hammock stuff to be 42 inches wide, and 50 running yards to the bolt, and to weigh 100 pounds to the bolt; the bag stuff to be 42 inches wide, and 50 running yards to the bolt, and to weigh 75 pounds to the bolt; the cot canvas to be 30 inches wide, to contain 50 running yards, to weigh 50 pounds per bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois.....	470 pounds.....	316 pounds.
2	38 pounds avoirdupois.....	420 pounds.....	280 pounds.
3	35 pounds avoirdupois.....	370 pounds.....	250 pounds.
4	32 pounds avoirdupois.....	340 pounds.....	230 pounds.
5	29 pounds avoirdupois.....	320 pounds.....	216 pounds.
6	26 pounds avoirdupois.....	300 pounds.....	200 pounds.
7	23 pounds avoirdupois.....	280 pounds.....	193 pounds.
8	20 pounds avoirdupois.....	300 pounds.....	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before 30th June, 1865; unless earlier required, with a notice of twenty days.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 5, sperm oil.

10,800 gallons winter-strained sperm oil \$2 73 per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations.

To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865, unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 7, cooking utensils.

96 gridirons.....	\$1 50	each.
96 griddles.....	1 50	each.
96 iron teakettles.....	2 00	each.
85 fish kettles.....	8 00	each.
150 frying-pans, assorted sizes.....	75	each.
200 stew-pans.....	2 75	each.
48 iron pots.....	4 00	each.
100 bake-pans.....	3 00	each.
125 copper teakettles.....	9 00	each.
36 sets pokers, shovels, and tongs.....	3 75	per set.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 8, stoves.

12 stoves, for cabin use..... \$19 00 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

GEORGE ADAMS. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 10, leather.

600 sides rigging leather, each side not less than 15 pounds, (pounds).....	\$0 65	per pound.
75 sides pump leather, each side not less than 30 pounds, (pounds).....	70	per pound.
250 sides bellows leather, each side not less than 7 pounds, (pounds).....	1 00	per pound.
75 raw hides, dressed, each not less than 18 pounds, (pounds).....	1 00	per pound.
75 skins buff leather.....	4 00	each
18 skins pump leather, shaved and stuffed, per skin.....	25 00	each.

All applications for samples or information to be made to the commandant of the yard. The leather to be of the best white-oak tanned.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 11, leather hose.

4,000 feet best copper-riveted leading hose.....	\$2 50	per foot.
900 feet suction hose, every fourth length to be fitted with a basket.....	6 00	per foot.

The leading hose to be in lengths of twenty-five feet; the suction hose in lengths of six feet. Couplings not to be furnished by the contractor.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on the 1st of April, 1865, unless earlier required, with a notice of twenty days.

N. R. LEMAN. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 12, ox hides for rope.

130,000 pounds slaughter-house ox hides of the largest size, to manufacture into rope: the hides to be of even thickness, flesh, hair, tail, head, neck, horns, and hoofs removed.....	\$0 27	per pound.
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To be inspected and weighed in the yard.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 13, sheet iron.

2,000 pounds American galvanized sheet iron, No. 18-----	\$0 25	per pound.
500 pounds Russia sheet iron, No. 12 to 16-----	37½	per pound.

The quantities of each kind, and any intermediate size, to be as the commandant of the yard may direct, and to whom the contractor will apply for information.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

GEORGE ADAMS. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 18, soap and tallow.

200 pounds castile soap-----	\$0 25	per pound.
1,000 pounds hard brown soap-----	17	per pound.
10,000 pounds pure tallow-----	24	per pound.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered in suitable vessels on the 30th of June, 1865, unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 20, brushes.

900 clamp brushes-----	\$0 75	each.
900 hand-scrubbing brushes-----	50	each.
200 tar brushes, short handles-----	75	each.
50 tar brushes, long handles, 8 knots-----	75	each.
1,200 whitewash brushes-----	2 00	each.
50 hand dusting-brushes-----	1 25	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 22, stationery.

100 pounds refined gum-arabic-----	\$0 75	per pound.
200 blank books, cap size, 1 quire, half bound, faint lined	1 00	each.
200 blank books, cap size, 2 quires, half bound, faint lined	1 50	each.
200 blank books, cap size, 3 quires, half bound, faint lined	2 00	each.
150 letter books, cap size, 3 quires, half bound, faint lined	2 00	each.
600 memorandum books, 1 quire, half bound, with loops.	60	each.
600 memorandum books, 1 quire, bound in leather-----	75	each.
180 sand-boxes, hard wood-----	40	each.
400 yards tracing cloth-----	2 00	per yard.
150 bottles carmine ink, ½ pints-----	60	each.
400 bottles black ink, pints-----	40	each.
400 bottles black ink, ½ pints-----	30	each.
50 bottles blue ink, quarts-----	1 00	each.
100 papers ink-powder-----	25	per paper.
100 pieces India-ink-----	20	each.
200 inkstands, assorted-----	75	each.
100 India ink saucers-----	25	each.
150 erasers, with ivory handles-----	75	each.
150 paper folders, ivory-----	1 00	each.
300 penknives, 4-bladed, Congress-----	3 00	each.
100 desk knives, ivory handles-----	1 00	each.
120 ivory pounce boxes, with pounce-----	75	each.

200 gross steel pens, assorted.....	\$1 00	per gross.
60 dozen pen holders, to suit pens.....	50	per dozen.
150 dozen pencils, drawing, best black, and equal to Faber's	1 00	per dozen.
3,000 slate pencils, best white, Rutland.....	60	per 100.
24 dozen camel's hair pencils.....	1 00	per dozen.
18 dozen sable hair pencils.....	2 50	per dozen.
100 reams log paper	25 00	per ream.
300 reams foolscap paper, regulation, ruled.....	8 50	per ream.
200 reams foolscap paper, faint lined.....	6 00	per ream.
200 reams letter paper, faint lined.....	5 00	per ream.
70 reams envelope paper.....	8 00	per ream.
40 reams blotting paper.....	7 50	per ream.
20 reams cartridge paper.....	6 50	per ream.
40 portfolios.....	2 00	each.
40,000 quills, No. 80.....	15 00	per M.
60 parallel rules, ebony, 24 inches.....	2 50	each.
60 round rulers, ebony.....	75	each.
60 flat rulers.....	75	each.
60 rolling rulers, 20 inches.....	75	each.
40 pounds rubber, prepared in ounce pieces.....	2 50	per pound.
120 pieces erasive gum.....	20	per piece.
80 wafer seals, ivory.....	75	each.
40 dozen papers black sand, half pints.....	1 25	per dozen.
180 Gunter's scales.....	75	each.
100 pieces red tape.....	12	per piece.
300 pieces silk taste.....	50	per piece.
100 pounds wafers, (American).....	1 00	per pound.
100 pounds sealingwax.....	2 50	per pound.
6,000 self-sealing envelopes, assorted sizes and colors.....	8 00	per M.
600 small memorandum books.....	50	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 23, hardware.

12 dozen flush bolts, brass, 2 by 4½ inches.....	\$13 50	per dozen.
48 pairs secretary hinges and fastenings, complete, brass, 5 by 5 inches.....	1 20	per pair.
400 pairs brass butt hinges, 2 by 1½ inch.....	50	per pair.
200 pairs brass butt hinges, 2 by 1¼ inch.....	35	per pair.
40 dozen blank drawer lock keys.....	45	per dozen.
12 dozen bookcase locks, brass, 2 by 3 inches.....	10 00	per dozen.
12 dozen chest locks, iron, 3½ inches.....	8 00	per dozen.
200 pounds copper hose rivets.....	1 20	per pound.
200 pounds iron ware, assorted.....	20	per pound.
200 pounds sheet brass, No. 18 to 24.....	1 10	per pound.
50 pounds brass spring ware, No. 16.....	1 10	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 24, ship chandlery.

3,000 pounds beeswax.....	\$1 00	per pound.
2,000 hickory brooms.....	50	each.
1,400 large corn brooms, best quality.....	75	each.
100 silver calls.....	6 00	each.
200 pounds sal ammoniac.....	75	per pound.
75 skeins large catgut.....	75	per skein.
50 pounds best wood glue.....	1 00	per pound.
1,200 fish-hooks, cord, and assorted.....	5 00	per 100.
150 fishing lines, 240 feet each.....	1 00	each.
75 gross lampwicks, woven, circular.....	2 50	per gross.
1,200 pounds lampwick, yarn.....	1 75	per pound.
400 sail needles, 4-thread.....	7 00	per 100.
400 sail needles, 6-thread.....	10 00	per 100.
1,000 seaming needles.....	5 00	per 100.
200 roping needles, 8-thread.....	15 00	per 100.
400 life-preservers.....	5 00	each.
300 mounted palms, sewing.....	50	each.
200 mounted palms, roping.....	75	each.
12 reams heavy wrapping paper.....	10 00	per ream.
2 seines of tawed flax, 60 fathoms, with bag and sinker, complete.....	250 00	each.
200 pounds potash.....	25	per pound.
50 pounds borax.....	75	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 25, copper wire.

10,000 pounds copper wire, assorted.....	\$0 88	per pound.
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All applications for samples or information to be made to the commandant of the yard.

To be delivered on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 27, dry goods and hair cloth.

50 yards hair-cloth, thirty inches wide.....	\$4 00	per yard.
50 yards hair-cloth, twenty-four inches wide.....	3 50	per yard.
50 yards linen tape.....	10	per yard.
40 pounds white linen thread.....	3 00	per pound.
40 pounds black linen thread.....	3 00	per pound.
1,600 pounds white curled hair.....	1 00	per pound.
6 gross black tufts.....	1 00	per gross.
6 pieces gimp.....	1 00	per piece.
26 gross lasting buttons.....	1 00	per gross.
300 yards enamelled cloth.....	2 00	per yard.
3,000 yards gunny cloth.....	50	per yard.
50 rolls webbing.....	5 00	per roll.
50 balls twine.....	50	per ball.
6,000 pounds flax twine, 9-thread.....	80	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 29, firewood.

1 cords oak wood \$12 00 per cord.

1 applications for information will be made to the commandant of the yard.

1 The wood to be seasoned, sound, straight young timber; to be in diameter not less than 9 inches; the cord to contain 128 cubic feet.

1 one-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

SOUTHARD, HERBERT & CO. DATE OF CONTRACT, SEPTEMBER 5, 1864.

Class No. 31, whale, fish, tar, and neat's-foot oils.

1000 gallons whale oil \$1 68 per gallon.

1000 gallons tar oil 70 per gallon.

1000 gallons neat's-foot oil 1 65 per gallon.

1 applications for samples or information will be made to the commandant of the

1 the articles to be delivered in tight and suitable vessels.

1 one-third part, comprising a due proportion of each kind, to be delivered on or before 1st of December next; one-third part on or before the 1st of April; and the remaining on or before the 30th of June, 1865; unless earlier required, with a notice of twenty

Rule of materials required at the United States navy yard, Brooklyn, N. Y.; under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending 30th June, 1865.

WM. BRAND. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 1, flax canvas and twine.

100 bolts No. 1 flax canvas \$61 00 per bolt.

100 bolts No. 2 flax canvas 59 00 per bolt.

100 bolts No. 3 flax canvas 57 00 per bolt.

100 bolts No. 4 flax canvas 56 00 per bolt.

100 bolts No. 5 flax canvas 54 00 per bolt.

100 bolts No. 6 flax canvas 52 00 per bolt.

100 bolts No. 7 flax canvas 50 00 per bolt.

100 bolts No. 8 flax canvas 48 00 per bolt.

100 bolts No. 9 flax canvas 46 00 per bolt.

25 bolts light ravens duck 26 00 per bolt.

100 bolts cot canvas, 30 inches wide 59 00 per bolt.

100 bolts bag canvas 82 50 per bolt.

100 bolts hammock canvas 105 50 per bolt.

100 yards coal bagging, 24 inches wide 59 per yard.

100 pounds flax twine, 2 and 3 thread 1 25 per pound.

100 pounds whipping twine 1 50 per pound.

25 pounds seine twine 1 75 per pound.

100 yards burlaps, thick and thin 40 per yard.

1 applications for samples or information will be made to the commandant of the

1 The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the thread to be $1\frac{1}{2}$ inch from the selvage; the warp and filling to be spun exclusively long, well-dressed water-rotted flax, of the best quality, without any mixture of tow or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather twisted than the filling.

1 The warp and filling, from Nos. 1 to 5, inclusive, to be double thread, moderately twisted; No. 6 double warp and single weft or filling, and Nos. 7 and 8 single thread. Description of weaver's dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be 1 inch in width, except No. 8, which will be

1 $\frac{1}{4}$ inch. The flax twine to weigh 3 $\frac{1}{4}$ ounces per 200 yards, and bear a strain of 25 pounds. The hammock stuff to be 42 inches wide, and 50 running yards to each bolt, and to weigh 100 pounds to the bolt. The bag stuff to be 42 inches wide, and 50 running yards to each bolt, and to weigh 75 pounds to the bolt. The cot stuff to be 30 inches and 50 running yards to each bolt, and to weigh 50 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois.....	470 pounds.....	316 pounds.
2	38 pounds avoirdupois.....	420 pounds.....	280 pounds.
3	35 pounds avoirdupois.....	370 pounds.....	250 pounds.
4	32 pounds avoirdupois.....	340 pounds.....	230 pounds.
5	29 pounds avoirdupois.....	320 pounds.....	216 pounds.
6	26 pounds avoirdupois.....	300 pounds.....	200 pounds.
7	23 pounds avoirdupois.....	280 pounds.....	193 pounds.
8	20 pounds avoirdupois.....	300 pounds.....	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 3, iron nails, sheave rivets, &c.

50,000 pounds round iron, from $\frac{3}{16}$ inch to 2 $\frac{1}{2}$ inches.....	\$0 15 per pound.
20,000 pounds flat iron, from $\frac{1}{4}$ to 1 $\frac{1}{4}$ inch thick, from 1 to 2 $\frac{1}{2}$ inches wide.....	15 per pound.
20,000 pounds square iron, from 1 $\frac{1}{4}$ to 2 $\frac{1}{2}$ inches.....	15 per pound.
350 sheets Russia iron, 2 feet 4 inches and 4 feet 10 inches, about 5,000 pounds.....	30 per pound.
200 sheets No. 18 charcoal iron, 36 by 96, about 12,000 pounds.....	18 per pound.
200 pounds rod iron, from $\frac{3}{16}$ inch to $\frac{5}{8}$ inch.....	10 per pound.
100 pounds iron cut nails, 6d., brad-head.....	10 per pound.
600 pounds iron cut nails, 10d.....	10 per pound.
50 pounds copper nails.....	80 per pound.
80 pounds clout nails, $\frac{3}{4}$ inch.....	20 per pound.
5,000 eight-pound iron rivets, 625 pounds.....	40 per pound.
500 pounds finishing nails, assorted.....	16 per pound.
45 pounds iron sheave rivets, $\frac{3}{4}$ inch to 2 $\frac{1}{2}$ inches.....	40 per pound.

All the above articles to be of the very best American manufacture.

Applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 4, tin, zinc, &c.

2,000 pounds Straits tin.....	\$0 90 per pound.
30 boxes IX tin, 10 by 14.....	40 00 per box.
26 boxes IX tin, 14 by 20.....	40 00 per box.
10 boxes IXX tin, 10 by 14.....	50 00 per box.
20 boxes IXX tin, 14 by 20.....	50 00 per box.
6 boxes DX tin, 12 by 17.....	40 00 per box.
18 boxes DXX tin, 12 by 17.....	40 00 per box.

6 boxes SDX tin, 11 by 15.....	\$65 00 per box.
180 sheets zinc, 3 feet by 7 feet; say 2,880 pounds	30 per pound.
500 pounds spelter solder.....	60 per pound.

All the above articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 5, sperm oil.

25,000 gallons winter-strained oil..... \$2 74 per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations.

To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

JOSEPH W. DURYEE. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 6, white pine, ash, black walnut, &c.

20,000 board feet white pine boards, $\frac{5}{8}$ inch, No. 1.....	\$40 00 per M.
20,000 board feet white pine boards, 1 inch, No. 1.....	65 00 per M.
15,000 board feet white pine plank, $1\frac{1}{4}$ inch, No. 1.....	65 00 per M.
10,000 board feet white pine plank, $1\frac{1}{2}$ inch, No 1.....	65 00 per M.
20,000 board feet white ash plank, $1\frac{1}{4}$ inch, $\frac{1}{2}$ inch wide— say 18 inches.....	58 00 per M.
5,000 board feet white ash plank, 2 inch.....	58 00 per M.
25,000 board feet white ash plank, $1\frac{3}{4}$ inch to 4 inches thick; length 12 to 18 feet, 10 to 24 inches wide.....	58 00 per M.
80,000 board feet black walnut, from $\frac{5}{8}$ inch to 3 inches....	95 00 per M.
2,000 board feet beech plank, $1\frac{1}{2}$ inch.....	50 00 per M.

The boards and plank to be seasoned, and to be in length from 12 to 20 feet, averaging 15 inches wide and square-edged.

The walnut to be in length from 12 to 20 feet and in width from 16 to 24 inches; to be of the best quality, seasoned, free from splits, shakes, knots, and other defects.

The respective quantities of each thickness and length, and any intermediate sizes, to be as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 7, cooking utensils.

75 sets dish covers, 8 to a set	\$32 00 each set.
100 gridirons, 2 sizes.....	1 50 each.
100 griddles, 2 sizes.....	1 35 each.
100 iron teakettles, 6 to 12 quarts.....	1 90 each.
150 copper teakettles, 6 to 12 quarts	9 00 each.
150 fish kettles, with strainers, complete.....	7 25 each.
100 iron ladles, 2 sizes.....	6 00 each.
200 frying-pans, 3 sizes.....	75 each.
300 stew-pans, 2 to 12 quarts.....	2 50 each.
175 baking pans, to suit cabooses.....	2 75 each.
100 iron pots, large size.....	4 00 each.

75 pokers.....	\$1 40 each.
75 shovels.....	1 40 each.
75 tongs.....	1 40 each.
100 tormentors.....	1 50 each.
250 tinder boxes and steels.....	55 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April, and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. H. PACKARD & FRANCIS B. HILL. DATE OF CONTRACT, AUGUST 27, 1864.

Class No. 8, stoves and cooking cabooses.

75 cooking cabooses, equal to Sheppard's, from Nos. 4 to 10, with copper cooking utensils and boilers, complete, suitable for cooking the naval rations for the desired complement of men.....	\$187 00 each.
9 cylinder stoves, 8 inches.....	6 00 each.
9 cylinder stoves, 10 inches.....	8 00 each.
9 cylinder stoves, 12 inches.....	10 50 each.
9 cylinder stoves, 14 inches.....	13 00 each.
12 mammoth heaters, complete.....	33 00 each.
4 stoves, Ruby, No. 4.....	18 00 each.
200 drying stoves, sheet-iron, per sample.....	3 62 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 10, leather.

3,000 pounds hose leather, best white-oak tanned.....	\$0 95 per pound.
140 sides pump leather, each side not less than 30 pounds—say (4,200 pounds).....	75 per pound.
250 sides bellows leather, each side not less than 6 pounds—say (1,500 pounds).....	1 00 per pound.
500 sides rigging leather, each side not less than 10 pounds—say (5,000 pounds).....	70 per pound.
8 sides oil-tanned leather, each side not less than 25 pounds—say (200 pounds).....	1 00 per pound.
50 sides white-oak, tanned leather, each side not less than 25 pounds—say (1,250 pounds).....	80 per pound.
3,000 pounds gutta percha, $\frac{1}{2}$ -inch thick.....	1 20 per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

JAMES R. PUGH. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 11, leather hose.

12,000 feet best copper riveted leading hose.....	\$1 40 per foot.
2,000 feet suction hose, each length fitted with a basket....	3 80 per foot.

The leading hose to be in lengths of 25 feet; the suction hose in lengths of 6 feet; couplings not to be furnished by the contractors.

All applications for samples or information will be made to the commandant of the yard.

To be delivered as required, with a notice of twenty days.

JAMES H. WATSON & JAMES H. PITTINGER. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 12, lignumvitæ.

3 tons lignumvitæ, 3 inches.....	\$160 00 per ton.
10 tons lignumvitæ, 4 inches.....	160 00 per ton.
8 tons lignumvitæ, 5 inches.....	160 00 per ton.
4 tons lignumvitæ, 7 inches.....	160 00 per ton.
10 tons lignumvitæ, 8 inches.....	175 00 per ton.
6 tons lignumvitæ, 9 inches.....	175 00 per ton.
4 tons lignumvitæ, 10 inches.....	175 00 per ton.
5 tons lignumvitæ, 12 inches.....	175 00 per ton.

To be of the best quality St. Domingo lignumvitæ, straight, free from shakes, cracks, and other defects, and in lengths not less than four feet; the ton being 2,240 pounds.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. PORTER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 13, lanterns, lamps, &c.

600 berth deck lanterns.....	\$10 00 each.
1,000 brass hand lanterns.....	3 00 each.
2,000 horn lanterns.....	2 00 each.
200 store-room lanterns, two sizes.....	20 00 each.
200 spirit-room lanterns.....	3 50 each.
25 top lanterns.....	33 00 each.
300 lamps, with reflectors, small size.....	1 50 each.
100 hanging lamps for cabin and ward-room, complete....	9 50 each.
1,000 lamp chimneys for cabin and ward-room lamps.....	6 each.
100 globes for lamps, as required.....	50 each.
500 gross wove lampwick for cabin and ward-room lamps	2 75 per gross.
2,000 pounds lampwick yarn.....	1 40 per pound.
5 gross candlestick slides.....	1 50 per gross.
16 concave shades, colored, for lamps.....	1 50 each.
1,000 lamp screws.....	15 00 per M.
1,000 feeder screws.....	7 50 per M.
50 glass lens for lamps—say 225 pounds.....	50 per pound.
200 egg-shaped lamp glasses—say 300 pounds.....	25 per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 18, soap and tallow.

350 pounds hard brown soap, equal to Colgate's, best quality	\$0 20 per pound.
500 pounds pure beef tallow.....	20 per pound.

All applications for samples or information will be made to the commandant of the yard.

To be delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. H. SHIELDS. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 20, brushes.

1,000 clamp brushes.....	\$0 30	each.
1,200 hand brushes.....	30	each.
1,000 tar brushes, long handles.....	30	each.
1,000 tar brushes, short handles.....	28	each.
2,500 whitewash brushes.....	80	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. H. ARTHUR & WM. A. CRAWFORD. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 22, stationery.

100 blank books, 1 quire each	\$0 25	each.
300 blank books, 2 quires each.....	60	each.
200 blank books, 3 quires each.....	1 50	each.
200 blank books, 6 quires each.....	1 00	each.
100 blank station bill books.....	20	each.
1,500 memorandum books, 1 quire each, bound in leather, with loops.....	25	each.
150 memorandum watch and station bill books.....	20	each.
50 account books, ruled, per pattern.....	1 50	each.
100 receipt books, ruled, per pattern.....	1 00	each.
100 expenditure books, ruled, per pattern.....	3 00	each.
350 sand boxes, hard wood, best quality.....	10	each.
200 bottles carmine ink, (Guyot & Co.).....	15	each.
600 bottles black ink, $\frac{1}{2}$ pints, Maynard & Noyes.....	18	each.
500 bottles black ink, pints, Maynard & Noyes.....	30	each.
50 bottles Arnold's writing fluid.....	1 00	each.
40 papers ink powder.....	10	each.
400 glass inkstands, assorted	25	each.
50 erasers, ivory handled.....	35	each.
100 ivory paper-folders	30	each.
400 penknives, 4 blades, Rodgers's best.....	1 50	each.
150 bottles mucilage and brushes.....	15	each.
50 ivory pounce boxes, filled with pounce.....	10	each.
300 gross steel pens, best quality, barrel and nibs, as- sorted	2 50	per gross.
75 dozen penholders, to suit pens, best quality.....	25	per dozen.
250 dozen black lead pencils, assorted, Faber's.....	1 25	per dozen.
12,000 slate pencils.....	1 00	per M.
25 dozen camel's hair pencils	10	per dozen.
50 reams log paper, best quality.....	15 00	per ream.
200 reams official cap paper, per sample.....	7 75	per ream.
100 reams foolscap paper, best quality.....	6 50	per ream.
300 reams letter paper, best quality	5 00	per ream.
10 reams note paper, best quality	3 00	per ream.
25 reams buff envelope paper, water-lined	11 00	per ream.
30 reams blotting paper, white and thick.....	10 00	per ream.
15,000 quills, No. 80	15 00	per M.
150 parallel rules, ebony, large size, 24 inches.....	2 00	each.
100 round rulers, ebony.....	50	each.
75 flat rulers, ebony	25	each.
500 pieces India-rubber	05	per piece
800 log slates, double, hard wood frames, largest size..	1 75	each.
75 single slates, hard wood frames, large size.....	20	each.
100,000 envelopes, assorted sizes and colors.....	6 50	per M.
100 order books, ruled, per pattern.....	2 00	each.
50 wafer seals, ivory handles.....	15	each.
50 dozen papers black sand, $\frac{1}{2}$ pints	12	per dozen.

150 Gunter's scales	\$0 75	each.
500 pieces red tape	05	per piece.
200 pieces silk taste, red, white, and blue, assorted....	40	per piece.
10 pounds wafers, American	80	per pound.
40 pounds red sealingwax, best quality	1 00	per pound.
20 reams quarterly returns	7 00	per ream.
20 reams monthly returns	7 00	per ream.
20 reams weekly returns	7 00	per ream.
100 sets ship's account books, as prescribed by the department	6 00	per set.
500 quires requisitions daily expenditures, per sample ..	08	per quire.
20 gnard books, for letter press	1 00	each.
100 letter books, 4 quire, bound in muslin	1 50	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 23, hardware.

200 junk axes	\$2 00	each.
100 axes, with pick and hoe combined	2 75	each.
300 axes, best quality	2 00	each.
500 awls, best quality	12	each.
100 pounds brass, (sheet)	1 00	per pound,
20 dozen brass buttons, 1½-inch	1 50	per dozen.
50 pairs brass dividers	1 00	per pair.
6 dozen wheelbarrows	60 00	per dozen.
6 bibb cocks, ¼-inch, finished, brass	10 75	each.
30 bibb cocks, 1-inch, finished, brass	6 75	each.
12 bibb cocks, ¾-inch, finished, brass	5 00	each.
12 bibb cocks, ⅝-inch, finished, brass	3 00	each.
6 stop-cocks, 1¼-inch, finished, brass	11 00	each.
12 bibb cocks, ½-inch, finished, brass	3 50	each.
12 stop-cocks, 1-inch, finished, brass	6 00	each.
6 stop-cocks, ¾-inch, finished, brass	5 00	each.
2 stop-cocks, ⅝-inch, finished, brass	3 00	each.
4 dozen cords and tassels	7 50	per dozen.
10 sets socket casters	1 50	per set.
50 sets fixed wheel casters	1 00	per set.
300 gross brass eyelets, No. 6, round	4 00	per gross.
12 yards brass jack chain	60	per yard.
100 gross brass eyelets, No. 4, round	2 50	per gross.
10 dozen pairs secretary fastenings	4 00	per dozen.
50 gross brass grummetts, No 8, oblong	9 00	per gross.
20 dozen pairs brass table-fasteners, ¼-inch	4 00	per dozen.
20 dozen pairs brass butts, (table,) 2 inches by 3 inches..	7 25	per dozen.
24 gongs, 4 to 6 inches	5 00	each.
750 pounds coopers' best glue	55	per pound.
300 hammers, claw-handled	1 00	each.
100 hatchets, handled	1 00	each.
50 dozen pairs brass butt hinges, 2 inches	4 00	per dozen.
10 dozen pairs brass butt hinges, 2½ inches	5 75	per dozen.
20 dozen pairs secretary hinges and fastenings, 5 by 5...	12 00	per dozen.
200 sail hooks	20	each.
1,500 pairs hand-irons	2 50	per pair.
1,500 pairs leg-irons	3 50	per pair.
26 gross black walnut knobs, ¾ and 2 inches	3 00	per gross.
65 dozen brass drawer locks, 2¾ inches	10 00	per dozen.
10 dozen brass cupboard locks, right and left	12 00	per dozen.
5 dozen brass cupboard locks, narrow, right and left ..	9 00	per dozen.
65 dozen padlocks, (iron)	6 00	per dozen.
2 dozen brass desk locks, 2¼ inches	5 25	per dozen.
100 dozen brass till-lock keys	50	per dozen.

50 reams sandpaper.....	\$4 50	per ream.
100 pounds copper rivets, assorted	1 30	per pound.
100 pounds iron rivets, assorted	50	per pound.
250 pounds sofa springs.....	35	per pound.
463 gross brass screws, from $\frac{1}{2}$ to 2 inches, Nos. 4 to 16..	4 00	per gross.
275 gross iron screws, from $\frac{1}{2}$ to 2 inches, Nos. 4 to 16...	1 50	per gross.
50 pairs scissors.....	80	per pair.
200 cast steel shovels.....	1 75	each.
6 dozen coal shovels	24 00	per dozen.
50 spades.....	2 00	each.
3,000 cast steel ship-scrapers, handled.....	50	each.
50 brass squares.....	3 60	each.
200 sail-prickers	75	each.
3,000 papers iron cut tacks, from 4 to 14 ounces, assorted..	10	per paper.
150 pounds copper tacks, $\frac{3}{4}$ -inch, assorted	1 50	per pound.
700 pounds iron wire, assorted	20	per pound.
150 pounds brass wire, from Nos. 6 to 16	1 10	per pound.
80 pounds copper wire, from Nos. 10 to 16	1 20	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 24, ship-chandlery.

15 pounds bristles.....	\$5 00	per pound.
10,000 hickory brooms.....	20	each.
8,000 corn brooms	33	each.
10 dozen coal baskets	8 00	per dozen.
5,000 pounds beeswax	1 00	per pound.
200 silver calls.....	4 50	each.
2,000 fish hooks, assorted	2 50	per 100.
1,500 sheets horn, for lanterns, 6 by 10 inches	40	per sheet.
225 knives, shoemakers'	20	each.
100 sail knives.....	20	each.
1,000 fishing lines, 240 feet each.....	85	each.
100 measuring lines, 100 feet each.....	7 50	each.
9,000 seaming needles	2 50	per 100.
1,000 sail needles.....	2 50	per 100.
2,000 4-thread needles.....	3 50	per 100.
2,000 6-thread needles.....	3 50	per 100.
1,000 8-thread needles.....	4 00	per 100.
300 roping palms.....	75	each.
150 wooden hand-pumps, best quality.....	75	each.
150 copper hand-pumps, with joints.....	13 00	each.
500 palms, mounted	60	each.
100 pairs pincers.....	60	each.
50 copper hose pipes.....	10 00	each.
300 pounds copper hose rivets, assorted.....	95	per pound.
100 rigger's screws.....	8 00	each.
30 flax seines, with bag and sinker, complete.....	120 00	each.
200 sets upper and lower pump boxes, complete, for hand-pumps	50	per set.
5,000 galvanized iron thimbles, assorted, 1, 3, and 5 inches,	25	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 27, dry goods.

40 gross buttons, for sailmaker	\$5 00	per gross.
100 gross buttons, red and green.....	2 50	per gross.

10 gross black buttons.....	\$1 75	per gross.
50 gross black frogs.....	4 00	per gross.
630 yards enamelled cloth.....	1 50	per yard.
95 yards broadcloth.....	6 00	per yard.
50 yards haircloth, 30 inches.....	3 25	per yard.
50 pieces carpet binding.....	20	per yard.
25 pieces binding, assorted colors.....	20	per yard.
1,500 yards gimps, green, red, and black.....	25	per yard.
2,500 pounds curled hair, white.....	1 50	per pound.
20 papers needles, assorted.....	25	per paper.
120 yards black muslin.....	50	per yard.
50 yards white muslin.....	50	per yard.
25 yards plush, assorted colors.....	9 00	per yard.
250 yards reps, green and red.....	6 50	per yard.
300 yards Russian sheeting.....	1 50	per yard.
90 pounds fine and coarse cane seating.....	1 50	per pound.
60 pounds shoe thread.....	4 00	per pound.
2,500 yards Brussels carpeting, 27 inches wide, best quality,	3 00	per yard.
2,500 yards oil-cloth, thickest kind.....	2 75	per yard.
20 pounds upholsterers' frogging twine.....	2 50	per pound.
80 pounds linen thread, white and black.....	5 50	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 29, firewood

150 cords hickory wood, young growth, 4 feet long.....	\$14 00	per cord.
150 cords oak wood, young growth, 4 feet long.....	12 00	per cord.

All applications for samples or information will be made to the commandant of the yard.

The wood to be seasoned, sawed straight, young timber; to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 31, neat's-foot oil.

300 gallons neat's-foot oil, in iron-bound barrels of 40 gallons each.....	\$1 75	per gallon.
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To be of the very best quality, and delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

Schedule of materials required at the United States navy yard, Philadelphia, Pa., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending 30th June, 1865.

WM. BRAND. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 1, flax canvas and twine.

4 bolts No. 1 flax canvas.....	\$63 00	per bolt.
10 bolts No. 5 flax canvas.....	56 00	per bolt.
100 bolts No. 6 flax canvas.....	54 00	per bolt.
10 bolts No. 7 flax canvas.....	52 00	per bolt.
17 bolts light ravens duck, No. 12.....	30 00	per bolt.
150 bolts flax hammock stuff.....	115 00	per bolt.
100 bolts flax bag stuff.....	95 00	per bolt.

2,200 yards flax coal bagging	\$0 60 per yard.
12,000 yards light parcelling.....	45 per yard.
50 pounds flax seine twine	2 00 per pound.
100 pounds flax whipping twine.....	1 75 per pound.
800 pounds flax sewing twine.....	1 25 per pound.
50 pounds flax tufting twine.....	75 per pound.
75 pounds flax spring twine	75 per pound.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be $1\frac{1}{8}$ inch from the selvage; the warp and filling to be spun exclusively from long, well dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun and of proper fineness; the warp to be rather more twisted than the filling.

The warp and filling for Nos. 1 and 5 to be double thread, moderately twisted; No. 6 double warp and single weft or filling; and No. 7 single thread. No description of weavers' dressing, or any pressing or beating, to be used in the manufacture.

The strips to test the strength to be 1 inch in width; the hammock stuff to be 42 inches wide, and 50 running yards to each bolt, and to weigh 100 pounds to the bolt; the bag stuff to be 42 inches wide, and 50 running yards to each bolt; to weigh 75 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois.....	470 pounds.....	316 pounds.
5	29 pounds avoirdupois.....	320 pounds.....	216 pounds.
6	26 pounds avoirdupois.....	300 pounds.....	200 pounds.
7	23 pounds avoirdupois.....	280 pounds.....	193 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 5, sperm oil.

6,060 gallons sperm oil, pure \$2 77 per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other and inferior oils and adulterations.

To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

The whole to be delivered on or before the 1st April, 1865, unless earlier required, with a notice of twenty days.

CHARLES M. CHRISKEY. DATE OF CONTRACT, SEPTEMBER 3, 1864.

Class No. 7, cooking utensils.

36 gridirons.....	\$1 00 each.
24 griddles.....	2 00 each.
24 kettles, fish	5 00 each.
48 kettles, tea, iron	1 00 each.
36 ladles, iron.....	1 50 each.
60 pans, bake	75 each.
144 pans, stew	1 60 each.
48 pans, frying	60 each.
12 pots, iron	3 00 each.
24 poker, iron	1 75 each.

24 shovels	\$1 00 each.
24 tongs	1 00 each.
24 tormentors.....	4 00 each.
24 waffle irons	1 00 each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

HULSEMAN, BERRY & BAUGH, PHILADELPHIA. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 10, leather.

40 sides bellows leather, each side not less than 8 pounds (320 pounds).....	\$0 80 per pound.
200 sides bellows leather, each side not less than 6 pounds (1,200 pounds).....	85 per pound.
85 sides pump leather, 36 pounds each. (3,060 pounds)	75 per pound.
100 sides rigging leather, each side not less than 10 pounds. (1,000 pounds).....	80 per pound.

The leather to be of the best white-oak tanned.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twenty days.

JAMES R. PUGH. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 11, leather hose.

3,000 feet best leather copper-riveted leading hose.....	\$1 30 per foot.
300 feet suction-hose, every third length to be fitted with a basket.....	3 80 per foot.

The leading hose to be in lengths of twenty-five feet; the suction-hose in lengths of six feet. Couplings not to be furnished by the contractor.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twenty days.

GROVE & ARMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 18, soap and tallow.

20 barrels soft soap, thirty gallons each.....	\$3 00 per barrel.
1,500 pounds tallow, best.....	26 per pound.

The articles to be delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twenty days.

GROVE & ARMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 20, brushes.

600 clamp brushes, with blocks and handles, best.....	\$0 56 each.
600 hand scrub brushes, best.....	37 each.
50 tar brushes, long handles, best.....	85 each.
160 tar brushes, short handles, best.....	80 each.
180 whitewash brushes, best.....	1 10 each.

All applications for samples or information will be made to the commandant of the yard.

The brushes to be of the best quality, and the whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twenty days.

FERDINAND FOSTER. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 22, stationery.

12 books, account, per sample.....	\$0 75	each.
12 books, letter, 3 quires each, per sample.....	1 13	each.
60 books, memorandum, 1 quire each, bound in leather, with loops.....	25	each.
12 books, order, per sample.....	1 13	each.
24 books, ships' ledgers, per sample.....	10 00	each.
96 books, memorandum, watch and station bills, per sample.....	25	each.
24 books, blank, station bills, per sample.....	75	each.
720 blanks, monthly returns, per sample.....	01½	each.
2,760 blanks, weekly returns, per sample.....	01½	each.
216 quires blanks, requisitions, daily expenditures, per sample.....	30	per quire.
2,000 envelopes, legal size, white, gummed.....	11 00	per M.
3,000 envelopes, letter, white gummed.....	5 00	per M.
72 bottles ink, black, ½ pints.....	20	per bottle.
48 bottles ink, carmine, ½ pints.....	70	per bottle.
96 papers ink powder, black.....	10	each.
24 inkstands, glass, per sample.....	40	each.
60 inkstands, metallic, per sample.....	28	each.
48 pieces India-rubber.....	08	each.
24 paper folders, ivory.....	88	each.
48 penknives, 4 blades, Congress.....	2 40	each.
60 reams paper, foolscap, faint-lined, best.....	6 00	per ream.
1 ream paper, letter, faint-lined, best.....	5 00	per ream.
20 quires paper, blotting.....	1 40	per quire.
24 gross pens, steel, Levy's commercial.....	1 00	per gross.
100 penholders.....	01½	each.
24 pounce boxes and pounce, ivory.....	38	each.
25 dozen pencils, lead, Faber's best black.....	1 25	per dozen.
500 pencils, slate, best white.....	35	per 100.
50 pencils, camel's hair.....	05	each.
4,000 quills, No. 80.....	40 00	per M.
12 rulers, round.....	35	each.
12 rulers, rolling.....	30	each.
12 rulers, flat, ebony.....	30	each.
12 rulers, parallel, ebony, 24 inches.....	4 00	each.
36 sand-boxes, hard wood.....	30	each.
24 scales, Gunter's.....	84	each.
36 papers sand, black, ½ pints.....	08	each.
36 slates, single log, hard wood frames.....	60	each.
12 pounds sealingwax.....	1 50	per pound.
36 pieces silk taste.....	30	each.
250 pieces tape, red.....	08	each.
12 wafer seals, per sample.....	25	each.
12 pounds American wafers.....	1 20	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of 20 days.

GROVE & ARMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 23, hardware.

100 awls, shoemakers', handled.....	\$0 08	each.
30 axes, junk.....	2 75	each.
40 gross buttons, japanned, for furniture.....	38	per gross.
12 dozen buttons, brass plate.....	1 00	per dozen.
2 dozen bolts, brass, flush, ½ by 3 inches.....	2 00	per dozen.
4 dozen bolts, brass, flush, 1½ by 2 inches.....	3 25	per dozen.
10 dozen casters, sofa, brass, extra heavy.....	8 00	per dozen.

10 dozen casters, socket, 2 inches.....	\$10 50	per dozen.
12 pairs dividers.....	75	per pair.
3 dozen escutcheons, brass plate, assorted.....	2 00	per dozen.
15 dozen escutcheons, brass thread, assorted.....	10	per dozen.
1 pound escutcheon pins, assorted.....	1 65	per pound.
3 dozen fastenings, table, brass.....	4 00	per dozen.
20 files, handsaw.....	40	each.
150 hatchets, best quality.....	1 25	each.
30 hammers, claw.....	80	each.
24 hooks, sail.....	40	each.
6 dozen hooks and eyes, brass, flush.....	50	per dozen.
3 dozen door hooks, brass, extra heavy.....	4 25	per dozen.
72 pairs hinges, table, brass.....	50	per pair.
600 pairs hinges, brass butt, 1½ to 3 inches.....	40	per pair.
100 pairs hinges and fastenings, brass, complete, for secretaries.....	75	per pair.
12 dozen hasps, iron joint, 8 inches.....	7 50	per dozen.
2 dozen pairs hinges, table, iron.....	1 25	per dozen.
3 dozen pairs hinges, chest, iron, 6 to 16 inches.....	8 00	per dozen.
400 feet jack chain, from Nos. 9 to 12.....	09	per foot.
26 knives, shoemakers'.....	25	each.
12 dozen screw knobs, porcelain, assorted.....	75	per dozen.
48 dozen screw knobs, walnut, assorted.....	22	per dozen.
24 dozen screw knobs, mahogany, assorted.....	22	per dozen.
60 dozen drawer locks, brass, 3 inches.....	30 00	per dozen.
30 dozen wardrobe locks, brass, 1½ to 3 inches.....	5 60	per dozen.
10 dozen bookcase locks, brass, 1½ to 3 inches.....	4 40	per dozen.
12 dozen padlocks, 3 inches.....	18 00	per dozen.
6 dozen chest locks, brass, 4 inches.....	25 00	per dozen.
24 dozen padlocks, iron.....	6 00	per dozen.
750 needles, sail.....	04	each.
400 needles, seaming.....	6 00	per 100.
250 needles, 4, 6, 8, and 10 thread.....	6 50	per 100.
24 metallic measuring lines, 100 feet each.....	14 50	each.
20 pairs pincers, shoemakers'.....	50	per pair.
24 pairs pincers.....	1 00	per pair.
30 pickaxes and grubbing hoes, combined.....	2 00	each.
24 rules, boxwood, 2 feet.....	2 00	each.
50 pounds rivets, black, assorted, from Nos. 3 to 9.....	40	per pound.
30 pounds rivets, copper, 14 ounces to 3 pounds.....	1 00	per pound.
25 pounds rivets, iron tinned, 12 ounces to 3 pounds.....	50	per pound.
10 dozen rings, screw, brass, 1 inch.....	35	per dozen.
12 dozen rings, flush, brass, assorted.....	3 00	per dozen.
2 dozen rollers, drawer, iron.....	60	per dozen.
200 platina points.....	1 25	each.
24 scales, Gunter's.....	80	each.
24 dozen sofa and chair springs, galvanized.....	1 75	per dozen.
18 shovels, best cast steel.....	1 60	each.
180 shovels, best steel, scoop, No. 3.....	2 15	each.
18 spades, best.....	1 65	each.
800 gross screws, brass, ½ to 2 inches, Nos. 3 to 20.....	3 00	per gross.
800 gross screws, iron, ½ to 2 inches, Nos. 3 to 20.....	1 05	per gross.
1,200 scrapers for deck, per sample.....	67	each.
24 pair scissors.....	70	per pair.
10 gross screws, lamp, ⅞ inch.....	20 00	per gross.
5 gross screws, feeder, ¾ inch.....	15 00	per gross.
52 papers tacks, copper, cut, ½ to 1¼ inch.....	1 00	per paper.
500 papers tacks, iron, cut, 3 to 18 ounces.....	08	per paper.
25 papers tacks, gimp, iron, assorted.....	08	per paper.
1,000 pounds wire, iron, assorted, Nos. 4 to 15.....	17	per pound.

All locks to be two and three tumbler, and to have iron keys to differ.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

GROVE & ARMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 24, ship-chandlery.

1,380 brooms, corn, best.....	\$0 45	each.
1,000 brooms, hickory, best.....	40	each.
1,200 baskets, hickory, best.....	1 15	each.
1 pound bristles.....	9 00	per pound.
550 pounds beeswax.....	1 20	per pound.
48 hanks cane, medium.....	1 00	per hank.
24 hanks cane, border.....	1 25	per hank.
200 pounds glue, best.....	60	per pound.
1,000 hooks, fishing, assorted.....	02½	each.
400 pounds curled hair, white, best.....	1 20	per pound.
600 lines, fishing, assorted, 240 feet each.....	1 00	each.
100 palms, seaming.....	65	each.
35 palms, roping.....	65	each.
350 pounds rags, white.....	15	per pound.
50 silver calls.....	7 40	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 27, dry goods.

6 pieces cord for bell-pulls.....	\$3 60	each.
100 yards cloth, enamelled, black, 48 inches wide.....	1 75	per yard.
300 yards cloth, linen, hair, 16 to 34 inches wide.....	2 50	per yard.
60 yards cloth, black, broad.....	6 50	per yard.
20 yards baize, green, best.....	3 00	per yard.
10 pieces gitting.....	5 00	each.
216 yards gimp, black.....	25	pe yard.
300 yards muslin, unbleached, twilled, $\frac{7}{8}$ yard wide.....	60	per yard.
150 yards muslin, bleached, $\frac{7}{8}$ yard wide.....	60	per yard.
300 yards muslin, black, twilled, $\frac{7}{8}$ yard wide.....	60	per yard.
60 yards reps, assorted.....	6 50	per yard.
10 gross tufts, assorted colors.....	4 00	per gross.
25 pounds thread, shoe.....	4 00	per pound.
48 tassels for bell-pulls.....	1 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

GROVE & ARMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 29, firewood.

100 cords oak firewood.....	\$11 95	per cord.
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All applications for information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight young timber; to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet.

The whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twelve days.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 31, tar oil and neat's-foot oil.

750 gallons tar oil.....	\$0 60	per gallon.
12 gallons neat's-foot oil.....	2 00	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1865; unless earlier required, with a notice of twenty days.

Schedule of materials required at the United States navy yard, Washington, D. C., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending 30th June, 1865.

WM. BRAND. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 1, flax canvas and twine.

110 bolts No. 1 flax canvas	\$63 00	per bolt.
20 bolts No. 2 flax canvas	61 00	per bolt.
50 bolts No. 3 flax canvas	59 00	per bolt.
200 bolts No. 4 flax canvas	57 00	per bolt.
250 bolts No. 5 flax canvas	55 00	per bolt.
100 bolts No. 6 flax canvas	53 00	per bolt.
100 bolts No. 7 flax canvas	51 00	per bolt.
200 bolts No. 8 flax canvas	49 00	per bolt.
100 bolts No. 9 flax canvas	47 00	per bolt.
50 bolts cot canvas, 30 inches wide	63 00	per bolt.
600 bolts bag canvas	90 00	per bolt.
500 bolts hammock canvas	105 00	per bolt.
500 pounds flax sewing twine, 2 and 3 thread	1 40	per pound.
100 pounds flax seine twine	2 00	per pound.
900 pounds flax twine, fine	2 00	per pound.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be $1\frac{1}{8}$ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather more twisted than the filling.

The warp and filling from Nos. 1 to 5, inclusive, to be double thread, moderately twisted; No. 6 double warp and single weft or filling, and Nos. 7 and 8 single thread. No description of weavers' dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be 1 inch in width, except No. 8, which will be $1\frac{1}{4}$ inch; the flax twine to weigh $3\frac{1}{4}$ ounces per 200 yards, and bear a strain of 200 pounds; the hammock stuff to be 42 inches wide, and 50 running yards to the bolt, and to weigh 100 pounds to the bolt; the bag stuff to be 42 inches wide, and 50 running yards to the bolt, and to weigh 75 pounds to the bolt; the cot stuff 50 running yards to each bolt, and to weigh 50 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois	470 pounds	316 pounds.
2	38 pounds avoirdupois	420 pounds	280 pounds.
3	35 pounds avoirdupois	370 pounds	250 pounds.
4	32 pounds avoirdupois	340 pounds	230 pounds.
5	29 pounds avoirdupois	320 pounds	216 pounds.
6	26 pounds avoirdupois	300 pounds	200 pounds.
7	23 pounds avoirdupois	280 pounds	193 pounds.
8	20 pounds avoirdupois	300 pounds	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 5, sperm oil.

5,000 gallons winter-strained sperm oil..... \$2 79 per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations.

To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons each.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 8, cooking and other stoves, &c.

10 12 inch cylinder heating stoves.....	\$20 00	each.
3 dozen coal hods.....	18 00	per dozen.
48 pieces soapstone linings, for cooking-stoves, 12 by 30 inches, and 1½ inch thick.....	3 00	each.
24 iron fire-shovels.....	50	each.
100 sheets mica, for stoves, 6 by 8 inches.....	25	each.
8 sets cooking utensils, complete, to fit large size (Roger Williams) cooking-stoves.....	20 00	per set.

All stoves to have one elbow and the usual allowance of pipé.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

E. WHEELER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 10, leather.

10 sides lacing leather.....	\$5 00	per side.
6 raw hides.....	8 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

WM. PORTER & SONS DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 13, lanterns.

50 berth-deck, large size, brass lanterns, <i>properly guarded</i> , "Porter's" or equal, as described on page 30 of "Porter's" descriptive catalogue.....	\$15 00	each.
50 lower-deck, second size, brass lanterns, 18 inches high outside, <i>properly guarded</i> , "Porter's" or equal, as described on page 30 of "Porter's" descriptive catalogue.....	12 00	each.
100 brackets, double action, brass, as per sample, for swing, solar, and coal-oil lamps.....	12 00	each.
30 dozen assorted lamp chimneys.....	70	per dozen.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

E WHEELER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 18, soap and tallow.

1, 500 pounds hard brown soap, first quality, in boxes.....	\$0 12	per pound.
2, 500 pounds pure beef tallow, in barrels.....	25	per pound.

All applications for samples or information will be made to the commandant of the yard.
To be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

E. WHEELER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 20, brushes.

100 dozen long and short handled scrubbing brushes.....	\$6 00	per dozen.
12 dozen 12-knot, full size, best whitewash brushes.....	21 00	per dozen.
100 dozen corn brooms, best quality.....	6 00	per dozen.
50 dozen hickory brooms, best quality.....	5 00	per dozen.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

E. WHEELER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 22, stationery.

25,000 official envelopes, best linen stock, white, yellow, and buff, No. 10	\$15 00	per M.
25,000 letter envelopes, best linen stock, white, yellow, and buff	10 00	per M.
5,000 note envelopes, best linen stock, white, yellow, and buff	10 00	per M.
1 gross metallic paper fasteners, Swartwout's	8 00	per gross
1 gross paper clips, as per sample.....	15 00	per gross.
2 dozen iron paper-folders	3 00	per dozen.
10 pounds gum-arabic.....	75	per pound.
6 gross penholders, best quality	9 00	per gross.
10 dozen inkstands, barometer.....	24 00	per dozen.
2 dozen inkstands, hydrometer	24 00	per dozen.
10 dozen mucilage, large size, best.....	12 00	per dozen.
25 reams paper, best linen stock, white foolscap, unruled	9 00	per ream.
30 reams paper, best linen stock, white letter, ruled...	7 50	per ream.
20 reams paper, best linen stock, white letter, unruled...	6 00	per ream.
5 reams paper, best linen stock, white note, ruled....	6 00	per ream.
150 dozen pencils, Faber's, black lead, assorted numbers	1 50	per dozen.
24 dozen penknives, best quality, 4-blade, Congress....	30 00	per dozen.
4 gross drawing-pins or tacks, steel, blued.....	9 00	per gross.
12 dozen pieces rubber, prepared for erasing, best quality, not less than 2 by 3 inches.....	6 00	per dozen.
10 pounds sealing-wax, best quality, red.....	4 00	per pound.
3 dozen pencil-sharpeners.....	2 00	per dozen.
6 dozen slates, double log	12 00	per dozen.
4 dozen slates, single log	6 00	per dozen.
50 dozen pieces tape, narrow, red	1 00	per dozen.
12 dozen bolts taste, or pieces of narrow, red, white, and blue ribbon	7 50	per dozen.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of 20 days.

E. WHEELER & SONS. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 23, hardware.

2 dozen bolts, flush, brass, $\frac{3}{8}$ inch wide and 4 inches long	\$2 00	per dozen.
2 dozen bolts, flush, brass, $\frac{1}{2}$ inch wide and 5 inches long	3 00	per dozen.
2 dozen bolts, flush, brass, $\frac{5}{8}$ inch wide and 6 inches long	4 00	per dozen.
100 pounds brass, in sheets, 24 inches wide, Nos. 12 to 24	1 00	per pound.
300 feet chain, brass wire, Nos. 12, 14, and 18	10	per foot.
2 dozen pairs hinges, rule joint, wrought iron, table, 2 by 3 inches.....	1 20	per dozen.
3 dozen pairs hinges, rule joint, brass, 1 by 1 inch	1 50	per dozen.

3 dozen pairs hinges, rule joint, brass, $1\frac{1}{2}$ by $1\frac{1}{2}$ inch...	\$2 50	per dozen.
4 dozen pairs hinges, rule joint, brass, $1\frac{1}{2}$ by 2 inches ..	3 00	per dozen.
4 dozen pairs hinges, rule joint, brass, 2 by 2 inches ...	4 00	per dozen.
6 dozen pairs hinges, rule joint, brass, 2 by 3 inches ...	6 00	per dozen.
4 dozen pairs hinges, rule joint, brass, 3 by 3 inches ...	12 00	per dozen.
2 dozen locks, best brass, desk, $2\frac{1}{2}$ by 3 inches.....	24 00	per dozen.
6 dozen locks, best brass, drawer, 2 by $3\frac{1}{2}$ inches	24 00	per dozen.
4 dozen locks, best brass, cupboard, $1\frac{3}{4}$ by 3 inches	12 00	per dozen.

Cupboard lock bolts to shoot right and left.

All of the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen, and two keys to each lock.

20 pounds rivets, tinned iron, from $\frac{1}{2}$ to 4 pound papers..	30	per pound.
12 gross rings, brass, curtain, $1\frac{1}{4}$ inch diameter.....	1 50	per gross.
12 gross rings, brass, curtain, 1 inch diameter.....	1 25	per gross.
12 gross rings, brass, curtain, $\frac{3}{4}$ inch diameter.....	1 00	per gross.
10 gross screws, brass, $1\frac{1}{4}$ inch, No. 10	3 00	per gross.
5 gross screws, brass, 1-inch, No. 8	2 00	per gross.
5 gross screws, brass, $\frac{3}{4}$ inch, No. 7	1 50	per gross.
5 gross screws, brass, $\frac{5}{8}$ inch, No. 6	1 25	per gross.
5 gross screws, brass, $\frac{1}{2}$ inch, No. 5	1 00	per gross.
12 dozen shovels, scoop, steel, "Ames," or equal.....	30 00	per dozen.
6 dozen springs, steel, sofa, No. 5	1 50	per dozen.
6 dozen springs, steel, sofa, No. 3	3 00	per dozen.
25 spigots, brass, $\frac{1}{4}$ and $\frac{3}{8}$ inch.....	75	each.
30 papers tacks, gimp	10	per paper.
100 pounds wire, brass, No. 6 to 14.....	80	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 24, ship chandlery.

500 pounds beeswax	\$1 00	per pound.
30 calls, boatswains', silver.....	12 00	each.
50 pounds chalk, red.....	15	per pound.
50 pounds emery flour.....	15	per pound.
100 fenders, Manilla hitched cork, large size.....	8 00	each.
300 sheets horns, for lanterns, clear white, 8 by $4\frac{1}{2}$ inches...	50	each.
50 gross lampwicks, wove round and flat, assorted sizes, as ordered.....	4 50	per gross.
10 gallons oil, linseed, raw	3 00	per gallon.
3 gallons spirits of wine, 95 per cent. proof.....	4 50	per gallon.
5 pounds gum shellac.....	2 00	per pound.
2 seines, 125 fathoms each, best quality.....	150 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 25, copper wire.

500 pounds copper bell wire, assorted numbers.....	\$0 90	per pound.
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All applications for samples or information will be made to the commandant of the yard.

To be delivered on the 30th June, 1865, unless earlier required, with a notice of twenty days.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 27, dry goods.

150 pieces binding, scarlet and blue worsted, best quality, 1 inch wide and 12 yards long	\$1 50	per piece.
100 yards carpeting, Brussels, best quality	3 00	per yard.
100 yards carpeting, ingrain, 3-ply, best quality	4 00	per yard.
2,000 yards oil-cloth, best quality	2 75	per yard.
30 yards cloth, green, billiard, best quality	10 00	per yard.
60 yards cambric, black, best quality	75	per yard.
800 yards cotton, bleached, 4-4 wide, best quality	1 00	per yard.
100 yards damask, figured, best quality	6 00	per yard.
200 yards damask, plain, best quality	5 00	per yard.
1,000 pounds curled hair, white	1 50	per pound.
500 yards linen sheeting, 8-4 wide	2 50	per yard.
144 papers needles, best drilled-eyed, sewing	20	per paper.
1 pound si k, black sewing, best quality	15 00	per pound.
100 pounds thread, Scotch, linen, red, white, and blue, Nos. 45 to 50	5 50	per pound.
5 pounds thread, Scotch linen, black, best quality	6 50	per pound.
100 yards velvet plush, best quality	9 00	per yard.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1865; unless earlier required, with a notice of twenty days.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 32, galley iron, &c.

9,000 pounds galley plate iron, as ordered	\$0 20	per pound.
6,000 pounds galley bar iron, as ordered, round, flat, and square	15	per pound.
3,000 pounds long flat iron, 51 inches long and 27 inches wide, No. 13 gauge	14	per pound.
2,000 pounds long flat iron, 67 inches long and 19½ inches wide, No. 14 gauge	16	per pound.
50 pounds iron rivets, ¼ inch diameter, ½-inch long, in- side of head	15	per pound.
8,000 pounds forge-plate iron, ¼-inch thick, 30 to 59 inches, and 8 to 31 inches wide, as ordered	15	per pound.
3,000 pounds bar iron, square, ¾ to 1⅜ inches, as ordered ..	12	per pound.
3,000 pounds bar iron, round, ¼ to ⅞ inch, as ordered	15	per pound.
600 pounds round iron, Nos. 5, 6, and 8, as ordered	15	per pound.
500 pounds iron, American sheet, Nos. 16 to 24, wire gauge	15	per pound.
500 pounds iron, Russia sheet, No. 11, wire gauge	40	per pound.

All applications for samples or information will be made to the commandant of the yard.

To be of the best quality American iron, from charcoal blooms, free from blisters, hollows, and all other defects; cut to the exact sizes given; kept straight from the shears and level, and to stand flanging 2 inches around the edges.

About two-thirds of the bar iron to be of the best quality American rolled iron, with square edges, and cut to the exact lengths, without fag or raw ends. The other third to be hammered iron of the best quality, and will be designated in the schedules to be furnished by the commandant of the yard, to whom the contractor will apply.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the residue on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

WM. E. COFFIN & Co. DATE OF CONTRACT, AUGUST 27, 1864.

Class No. 34, chain iron.

47,000 pounds chain links, from $\frac{9}{16}$ to 1 inch diameter, inclusive.....	\$0 10	per pound.
135,000 pounds chain iron, from $1\frac{1}{2}$ to $2\frac{1}{2}$ inches diameter, inclusive.....	10	per pound.
13,000 pounds chain iron, from $\frac{1}{4}$ to $\frac{1}{2}$ inch, in bundles....	12	per pound.

To be of the best refined American iron. The whole must be delivered in straight lengths, free from flaws, ragged ends, and other defects, subject to such proof, test, and evidence of manufacture, as to be in all respects satisfactory to the commandant of the yard. In the weight of each side is included the various pieces for shackles, swivels, &c., of which drawings, showing the shapes and dimensions, will be forwarded by the commandant of the yard, to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

Class No. 36, walnut, mahogany, and ash.

10,000 feet, board measure, black walnut boards, $\frac{5}{8}$ to 3 inches thick	\$0 00	per M feet.
6,000 feet, board measure, mahogany boards, $\frac{5}{8}$ to 3 inches thick	00	per M feet.
25,000 feet, board measure, clear white ash plank, $1\frac{1}{2}$ to 4 inches thick	00	per M feet.

The walnut and mahogany to be in 16 feet lengths, and from 10 to 22 inches wide. The ash to be from 10 to 20 feet in length, and from 8 to 22 inches wide. The whole to be of the best quality, straight-grained and seasoned; to be sawed to an even thickness, free from knots, splits, shakes, strains, and all other defects. The respective quantity of each thickness and length, and any intermediate size, to be as the commandant of the yard may direct, and to whom the contractor will apply.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 12, lignumvitæ.

10 tons lignumvitæ, 5 to 7 inches diameter	\$200	per ton.
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To be of the best quality St. Domingo lignumvitæ, straight, round, free from shakes, cracks, and other defects, and in lengths not less than 4 feet; the ton being 2,240 lbs. The respective quantity of each size, and those intermediate, to be as the commandant of the yard may designate, and to whom the contractor will apply.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 38, ingot copper.

10,000 pounds lake copper, Cliff or Minnesota mines.....	\$0 56	per pound.
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Subject to the necessary test and inspection of the proper officers of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of 20 days.

All applications for information will be made to the commandant of the yard.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 4, tin and zinc.

1,000 pounds Straits tin	\$0 80	per pound.
4 boxes IX tin, 14 by 20 inches, best charcoal brand ..	35 00	per box.
2 boxes IC tin, 14 by 20 inches, best charcoal brand ..	34 00	per box.
1 box XXD tin, 12½ by 17 inches, best charcoal brand.	40 00	per box.
500 pounds sheet zinc	30	per pound.
500 pounds slab zinc	20	per pound.

The quantity of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th June, 1865; unless earlier required, with a notice of twenty days.

No. 4.

BUREAU OF NAVIGATION.

Annual report and estimates for the fiscal year ending June 30, 1866.

BUREAU OF NAVIGATION, NAVY DEPARTMENT,
Washington, October 29, 1864.

SIR: I have the honor to submit the following report from the Bureau of Navigation; to which is appended the estimates of the bureau proper, those of the Naval Academy, Naval Observatory, and Nautical Almanac, and the reports of the superintendents of the two last-named institutions.

NAVAL ACADEMY.

The large increase in the number of midshipmen has led to an increase in the number of teachers. It has always been one of the peculiar advantages of this institution, and of the Military Academy at West Point, that the body of instructors is larger in proportion to the number of individuals taught than in other places of learning, and this has been indispensable to that thorough and rigid system of instruction and discipline which aims to render every graduate a useful public servant. And this advantage cannot be too sedulously maintained.

The school has recently added to its usefulness by teaching the young gentlemen, during the last cruise in the practice-ships, the management of marine engines. When the views of the department are wholly carried out in this direction, and also in relation to the plan for allowing officers of the navy of all ranks to return to the academy, from time to time, to pursue special studies—after the manner of resident graduates in civil colleges—the education of the navy will be greatly extended and improved.

NAVAL OBSERVATORY.

The nautical charts and instruments still remain in charge of the Observatory, and the bureau, since its own organization, has made no essential change in their purchase or mode of distribution. I refer you, therefore, to the report of the superintendent for information on these subjects.

There is now a bill before Congress, passed by the Senate at the last session, which, if it becomes a law, will alter the mode of collecting and distributing charts.

With regard to instruments of navigation, I have taken pains to banish from the navy all those of foreign manufacture, and have succeeded to a great extent. In a short time, instruments of American manufacture will exclusively be used on board of our ships-of-war.

The new transit circle for the Observatory, mentioned in my last report, is not yet completed. The preparation to receive it is going on.

The triangulations of the clusters Pleiades and Praesepe for the important theoretical uses, discussed at some length in my preceding report, are still in progress.

The regular work of the Observatory, when the new instrument is received, will overtask the abilities of the present assistants. I therefore recommend that the means be granted to the bureau to supply the Observatory with an additional aid, and the bureau has approved the superintendent's estimate for this purpose.

NAUTICAL ALMANAC.

The work of the American Ephemeris and Nautical Almanac is kept up satisfactorily. Besides the regular annual volumes, two other books have proceeded from this office—the tables of Mercury, and a catalogue of zodiacal stars, the preparations for making the last of which were contemplated in my report, as superintendent of the Nautical Almanac, for the year 1851.

I have taken pains to push forward the theoretical work of this office, and I always kept it in view to advance the publication of the Almanac as much as possible. I mention with gratification that the extension of the *Tabulæ Reductionum* of Wolfers to our time star list has been carried forward up to the year 1880.

The estimates for the Nautical Almanac have, like all of the estimates of the bureau, been increased to meet the exigencies of the times, and that increase has seemed to me so just and necessary that I have not hesitated to approve of it.

PUBLICATIONS.

The articles composing the work of "Special Instructions" in the sciences of observation for the use of the officers of the navy (provided for in my last estimates, and embraced in the act of appropriation) have been, most them, assigned, and it is very gratifying to be able to say that I have secured the services of several of the most distinguished men of science in the country. The time of the publication of this book is uncertain.

The bureau has in the printer's hands a pamphlet containing a new method of finding the time at sea. This method was conceived by Von Littrow, the director of the Imperial Observatory at Vienna, and was applied to practice by Rear-Admiral Von Wüllerstorff, in his circumnavigation of the globe, in the Austrian frigate Novara. It may be well to say a word in explanation of the principle on which this method rests.

At sea we depend principally on the altitudes of heavenly bodies for the determination of the time. Having the latitude of our place of observation, and the altitude of an object of which the declination is known, (and we generally employ the sun for this purpose,) the hour-angle is calculated by resolving the triangle contained between the pole, the zenith, and the object observed. The hour-angle of the sun gives the apparent time at the moment of observation, and the mean time is obtained by applying to the apparent time the equation of time. With some restriction this method is exact throughout the sun's diurnal course; the restriction consists in this—that in order to determine the time with the greatest accuracy, we must choose for our observation the period when the changes in altitude are the greatest, in the same manner as we determine an angle by means of its sine with greater nicety, when the angle is very small and the change in the sine is very rapid. This requisite condition is fulfilled

when the sun is near the prime vertical, and consequently the farthest from the meridian. This observation of the time has for its ultimate purpose the determination of the longitude. Now, on the other hand, the determination of the latitude at sea is habitually (always in clear weather) obtained by measuring the altitude of the sun on the meridian. Thus it will be seen that the moment of determining, the two co-ordinates of position are removed from each other several hours, and it is only the latter co-ordinate that results directly from an astronomical observation, while the other co-ordinate (the longitude) is determined by the solution of a problem in nautical astronomy, in which the latitude at the time of observation is used, and which must, therefore, be a computed latitude, or what we call a latitude by dead reckoning, subject to all those errors which may arise from the use of the log and compass, or from unknown currents, and from such effects of wind and sea as can only be approximately estimated. And after the longitude is thus determined, that element itself must be carried forward by means of dead reckoning to the time of noon.

Mr. Von Littrow is said to have invented this method twenty years ago, while engaged in a nautical expedition, for the purpose of avoiding the inaccuracies and inconveniences above recited. He proposed to substitute in the place of actual altitudes near the prime vertical, differences of altitudes near the meridian, and to employ the latter in giving the time, and consequently the longitude, at the instant of observing the latitude, thus bringing the determination of the two co-ordinates to coincide in time.

Such is the fundamental principle of Mr. Von Littrow's method. It is limited, however, in its application; it cannot be relied upon when the distance of the sun from the zenith exceeds twenty degrees; and in order to guard against any errors arising from this limitation, and in order also to define precisely the degree of dependence to be placed upon every observation, a table is appended, in which is given the error of time corresponding to an error of one minute in each of the observed altitudes for all zenith distances from four degrees to fifty degrees, and for the interval of thirty minutes of time in the observations.

We recognize in navigation two classes of astronomical problems; one possessing perfect accuracy of computation, and admitting no other error than the probable error of observation; the other uncertain, and approximate only in its results. The first class is, of course, always employed when the weather and other circumstances are favorable. The second class of problems, that which gives only approximate deductions, is never resorted to except from necessity. The latter, however, serves a useful purpose by enabling the navigator to know his position more nearly than he could otherwise do, and by often affording perfect security by informing him of the limit of safety, beyond which he should not venture. Mr. Von Littrow's method belongs in general to the second class. Under the most favorable conditions it could be relied upon as the sole and sufficient means of navigation. But these conditions apply at a given time only to a comparatively small portion of the earth's surface. Where they are not fulfilled, the method furnishes only an approximate determination, and is always to be used with caution, and with a reference to the table added by the bureau.

The new reprint of the Signal Code of the United States navy is almost ready for issue.

The preparation of the new Telegraphic Dictionary is completed.

NAVIGATION.

Mr. Frye is still employed in the adjustment and correction of compasses of vessels built wholly or partially of iron. A good deal of delay and embarrassment has attended the placing of the Ritchie compasses on board of the monitors, owing to changes introduced after the compasses were fitted; not only trouble but expense has arisen from this source. Experience, however, will

furnish a remedy. I am in hopes of introducing into the navy a better practical acquaintance on the part of the officers with the modes of observing, correcting, and registering compass deviations. It is desirable that this subject should receive some attention at the Naval Academy.

The supplies coming under the charge of this bureau have, as has been said before, been obtained whenever possible from American manufacturers. Among the exceptions, however, to this rule is the bunting employed in making the flags and signals of the navy. We have hitherto been compelled to depend almost exclusively upon foreign factories for this indispensable article. It certainly is a matter of regret, if not of mortification, that we should be obliged to go abroad for the material of which the national ensign is made. I am happy to have it in my power to report that the efforts of the bureau for obtaining American bunting have been attended with partial success, and with the assurance that a very short time will elapse before our own bunting will equal in every respect that of Europe. The bunting manufactured by the Pacific mills surpasses the English bunting in beauty and fastness of colors, though it falls a little short of it in durability. When all departments of the government make use of no other than American bunting, its manufacture will be carried to perfection.

Considerable difficulty has been experienced in obtaining an adequate supply of small cordage from the navy rope-walk; it has been necessary to make purchases from outside establishments.

HYDROGRAPHY.

Charts of Gotto and Iki straits, Japan, sheet No. 2, and of the compass stations and trial courses, have been published by the bureau during the last year. A chart of Behring's sea and Arctic ocean is nearly finished; also a chart of the Ochotsk sea, which includes the mouth of the Amoor river. I have taken up the work of the La Plata Expedition, and I am endeavoring to extract something useful from the notes and drawings left by its commander. This investigation has not proceeded sufficiently far to allow me to speak with certainty of the results. I am also employed in making additions to the Danger chart of the Pacific ocean, which originated with Commodore John Rodgers, while in command of the North Pacific surveying expedition.

ESTIMATES.

The sum called for in the accompanying estimates, under the head of navigation and navigation supplies, is larger than it was last year. This increase is due to several causes.

1st. To the transfer to this head of the appropriation "for the purchase of nautical and astronomical instruments, nautical books and charts, and for repairs of instruments, and for binding and backing books and charts," which appropriation for the fiscal year ending June 30, 1865, was \$101,042.

2d. To the transfer to this bureau of the estimates for the purchase of running lights and musical instruments from the Bureau of Equipment and Recruiting.

3d. To the transfer to this bureau of the estimate for the purchase of Coston's night signals from the Bureau of Ordnance.

4th. To the greatly enhanced cost of all these supplies.

Very respectfully, your obedient servant,

C. H. DAVIS,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

NAVIGATION—A.

The appendix to the Report of the Chief of the Bureau of Navigation, dated October, 1864, comprises the following papers:

Navigation B.—Estimate for the support of the bureau.

Navigation, No. 1.—Estimate for pay of navigation officers on duty at yards and stations.

Navigation, No. 2.—Estimate for navigation and navigation supplies.

Navigation, No. 3.—Estimate for contingent expenses.

Navigation, No. 4.—Report of superintendent of naval observatory and estimate for its support.

Navigation, No. 5.—Report of superintendent of naval academy and estimate for its support.

Navigation, No. 6.—Report of superintendent of nautical almanac office and estimate for its support.

Navigation, No. 7.—General estimate from the Bureau of Navigation.

Navigation, No. 8.—Estimate of appropriations under the cognizance of the Bureau of Navigation required for the fiscal year ending June 30, 1866.

Navigation, No. 9.—Abstract of offers for supplies for the fiscal year ending June 30, 1864.

Navigation, No. 10.—List of contracts made by the Bureau of Navigation for the fiscal year ending June 30, 1866.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1866.

SALARIES.

For salary of the chief of bureau, per act of July 16, 1862, (Statutes at Large, edition in pamphlet, chapter CLXXXIII, section 15, page 586)	\$4,000 00
For salary of chief clerk, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	1,800 00
For salaries of two clerks, one of the first class, the other of the second class, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	2,600 00
For salary of messenger, per act of July 5, 1862, chapter CXXXIV, section 3, page 511, and per act of June 25, 1864, chapter CXLVII, section 3, page 160, (Statutes at Large, edition in pamphlet)	1,000 00
For wages of laborer, per act of February 25, 1863, chapter LIX, section 3, page 695, and per act of June 25, 1864, chapter CXLVII, section 3, page 160, (Statutes at Large, edition in pamphlet)	720 00
Total.....	10,120 00
Appropriated for year ending June 30, 1865.....	\$10,120 00

CONTINGENT EXPENSES.

For stationery, blank books, binding, and miscellaneous items..	\$800 00
Appropriated for year ending June 30, 1865.....	\$800 00

BUREAU OF NAVIGATION, 1864.

NAVIGATION, No. 1.

Estimate of pay required for officers proposed to be employed on navigation duty for the fiscal year ending June 30, 1866.

For navigation officers at the New York and Boston navy yards,
viz:

Two commanders, at \$2,240.....	\$4,480 00
Appropriated for year ending June 30, 1865.....	\$4,480 00

BUREAU OF NAVIGATION, 1864.

NAVIGATION, No. 2.

Estimate of the amount required for navigation and navigation supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1866.

1. For compass stations, repairs and care of same.....	\$5,000 00
2. For services and materials for correction of compasses on board vessels built wholly or partially of iron.....	7,500 00
3. For experiments, to be continued by commission, for correction of local attraction on vessels built wholly or partially of iron.....	1,500 00
4. For nautical and astronomical instruments, nautical books, maps, and charts; for repairs of instruments, and for binding and backing books and charts.....	200,000 00
5. For books for libraries of vessels of war, for naval stations, and for bureau.....	18,000 00
6. For binnacles, binnacle lamps, and alidades.....	20,000 00
7. For bunting, muslin, and sewing materials for ensigns, pennants, jacks, distinctive flags and marks, signal flags, and foreign flags; and for making flags of all kinds.....	80,000 00
8. For navy signals other than signal flags, viz: signal lights and apparatus of all kinds; drawing and engraving, books, materials, and labor.....	35,000 00
9. For logs, log-lines, log-reels, log-slates, log-paper, log-books, and sand-glasses; leads, lead-reels, and lead-lines; armings for leads and sounding-cups, and for running lights (side and head lanterns).....	40,000 00
10. For musical instruments for vessels of war.....	10,000 00
11. For tables of navigation and engraving charts.....	5,000 00
12. For Coston's night signals.....	25,000 00
Total.....	447,000 00

Appropriated for year ending June 30, 1865..... \$126,000 00

BUREAU OF NAVIGATION, 1864.

NAVIGATION, No. 3.

Estimate of the amount required for incidental expenditures or contingent, for the fiscal year ending June 30, 1866.

For freight and transportation of navigation materials, instruments, books, and stores; for postage on public letters; for telegraphing on public business; for advertising for proposals; for packing-boxes and material; for blank books, forms, and stationery at navigation offices; for maps, charts, drawings, and models, and for incidental expenses, not applicable to any other appropriation \$5,000 00

Appropriated for the year ending June 30, 1865..... \$1,500 00

BUREAU OF NAVIGATION, 1864.

NAVIGATION, No. 4.

NAVAL ACADEMY,
Newport, R. I., October 3, 1864.

SIR: I transmit herewith, in duplicate, estimates for the Naval Academy for the fiscal year ending June 30, 1866.

It will be seen that the contingent expenses of the academy exceed those of former years, and are predicated upon its very large increase, its temporary location, rent of quarters for the accommodation of the academy, and the present very high prices of materials generally—materials for heating and lighting the academy and school-ships, for repairs of all kinds, and for incidental labor, &c., not applicable to any other appropriation.

Although prices are now declining very much, I consider it proper to predicate the estimates upon those which now exist.

I am, sir, very respectfully, your obedient servant,

G. S. BLAKE,

Commodore, and Superintendent Naval Academy.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,

Chief of Bureau of Navigation,

Navy Department, Washington, D. C.

Estimate of the amount required for the pay of commissioned, warrant, and petty officers and seamen proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1866, chargeable to the appropriation for "pay of the navy."

1 superintendent, (commodore)	\$3,200 00
1 commandant of midshipmen, (commander)	2,240 00
15 assistants to the commandant of midshipmen to aid in instructing in seamanship, naval gunnery, naval tactics, infantry tactics, and howitzer drill, and for police duties, (5 lieutenant commanders and 10 lieutenants)	24,375 00
1 professor of astronomy, navigation, and surveying, (commissioned)	1,800 00
1 assistant professor of astronomy, navigation, &c., (lieutenant)	1,500 00

1 professor of mathematics, (commissioned)	\$1, 800 00
1 assistant professor of mathematics, (commissioned professor)	1, 800 00
1 professor of natural and experimental philosophy, (commissioned)	1, 800 00
4 assistant professors of natural and experimental philosophy, (second assistant engineers)	4, 800 00
1 professor of ethics and English studies, (commissioned)	1, 800 00
1 professor of the French language, (commissioned)	1, 800 00
1 professor of the Spanish language, (commissioned)	1, 800 00
1 professor of drawing and draughting, (commissioned)	1, 800 00
1 surgeon	2, 400 00
2 assistant surgeons	2, 100 00
1 chaplain	1, 500 00
3 chaplains, (acting assistant professors)	4, 500 00
525 midshipmen, as students, each \$500	262, 500 00
1 hospital steward	480 00
1 gunner's mate	469 50
1 quarter gunner	409 50
1 cockswain	469 50
1 cook for midshipmen's mess	325 50
2 seamen to assist gunner's mate, and attend in department of seamanship, infantry tactics, &c.	699 00
1 seaman to attend in department of seamanship, for police duties, &c.	349 50
Total	<u>326, 717 50</u>

Estimate of the amount required for the pay of the civil assistant professors, the assistant librarian and others, proposed for duty at the United States Naval Academy, for the fiscal year ending June 30, 1866, chargeable to the appropriation for the support of the Naval Academy.

6 assistant professors of mathematics, (civil)	\$8, 400 00
7 assistant professors of ethics and English studies, (civil) ...	9, 800 00
4 assistant professors of the French language, (civil)	5, 600 00
1 assistant professor of the Spanish language, (civil)	1, 400 00
1 assistant professor of drawing and draughting, (civil)	1, 400 00
1 secretary	1, 600 00
1 sword master	1, 200 00
1 assistant sword master	800 00
1 assistant librarian	1, 000 00
1 first clerk to the superintendent	1, 000 00
1 clerk to the paymaster	1, 000 00
1 second clerk to the superintendent	800 00
1 clerk to the commandant of midshipmen	800 00
2 clerks to aid in auditing the accounts of the midshipmen quartered in school-ships	1, 200 00
1 commissary to subsist midshipmen, &c.	288 00
1 attendant at hospital, &c.	800 00
1 messenger to the superintendent	480 00
1 master of the band	528 00
8 musicians of the first class	2, 784 00

7 musicians of the second class.....	\$2, 100 00
1 drummer } musicians of the first class.....	696 00
1 fifer }	
Total.....	<u>43, 676 00</u>
Pay of the navy.....	\$326, 717 50
Pay of assistant professors and others.....	43, 676 00
Total.....	<u>370, 393 50</u>
Amount appropriated for the year ending June 30, 1865.....	<u>356, 794 00</u>
Excess.....	<u>13, 599 50</u>

DIFFERENCE RECONCILED AS FOLLOWS:

Proposed increase under "Pay of the Navy."

Transfer from head "Naval Academy."

1 professor of ethics and English studies.....	\$1,800 00
1 professor of Spanish.....	1,800 00
1 professor of drawing and draughting.....	1,800 00

INCREASE AS FOLLOWS:

1 assistant surgeon.....	1,050 00
4 additional midshipmen, at \$500 each.....	2,000 00
2 second assistant engineers, (acting assistant professors,).....	2,400 00
Increase of pay to second assistant engineers.....	400 00
Increase of pay to petty officers.....	765 50

PROPOSED INCREASE UNDER "NAVAL ACADEMY."

1 assistant professor of mathematics.....	1,400 00
2 assistant professors of French.....	2,800 00
2 additional clerks, at \$600 each.....	1,200 00
1 attendant at hospital, &c.....	800 00
1 messenger to superintendent.....	480 00
Increase to assistant librarian, clerks, and others.....	340 00
Increase to 18 musicians, recommended in conformity with department's order of May 16, 1864.....	<u>1,764 00</u>

Total.....	20, 799 50
Deduct under "Pay of the Navy" for less one assistant professor of mathematics, (commissioned professor).....	\$1, 800 00
Deduct, under "Naval Academy," for less one professor of ethics, &c.....	1, 800 00
For less one professor of Spanish.....	1, 800 00
For less one professor of drawing, &c.....	1, 800 00
Transferred to "Pay of the Navy."	<u>7, 200 00</u>

Excess, as before.....	<u>13, 599 50</u>
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Estimate for the wages of watchmen, attendants at steam heading works, and others, proposed for duty at the Naval Academy, for the fiscal year ending June 30, 1866.

12 watchmen, at \$2 per diem.....	\$8,760 00
1 foreman, to attend at steam heating works, &c.....	1,100 00
6 attendants at steam heating works, at academy and school-ships, at \$1 75 per diem.....	3,832 50
1 mechanic at workshop.....	730 00
1 general laborer to keep grounds in order.....	832 20
4 laborers to assist, at \$1 50 per day.....	2,190 00
4 attendants at recitation rooms, library, chapel, and offices, at \$18 per month.....	864 00
10 laborers to keep in order and attend to midshipmen's quarters, and to public grounds.....	1,641 30
Total	<u><u>19,950 00</u></u>

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1866.

For materials for heating and lighting the academy and school-ships Constitution and Santee.....	\$15,000 00
For the purchase of books for the library.....	2,000 00
For stationery, blank books, maps and models, and for printing and ruling forms of reports, &c., for the use of the academy and school-ships.....	3,000 00
For furniture and fixtures for public buildings.....	2,000 00
For the publication of the annual register of the academy.....	500 00
For expenses in the astronomical and philosophical departments.....	500 00
For rent of buildings for the Naval Academy; for the purchase of steam machinery, steam-pipe and fixtures; for freight, cartage, and telegraphing; for water; and for the current expenses and repairs of all kinds; and for incidental labor, not applicable to any other appropriation.....	29,000 00
Total.....	<u><u>52,000 00</u></u>

BUREAU OF NAVIGATION, 1864.

RECAPITULATION.

Appropriation "Pay of the Navy".....	\$326,717 50
Appropriation "Naval Academy"—	
Pay of professors and others.....	\$43,676 00
Pay of watchman and others.....	19,950 00
Contingent expenses.....	52,000 00
	<u><u>115,626 00</u></u>
Total	<u><u>442,343 50</u></u>

Respectfully submitted :

G. S. BLAKE,

Commodore, and Superintendent Naval Academy.

NAVAL ACADEMY, Newport, R. I., October 3, 1864.

NAVIGATION, No. 5.

U. S. NAVAL OBSERVATORY AND HYDROGRAPHICAL OFFICE,
Washington, September 20, 1864.

SIR: As instructed by the bureau under date 2d instant, I have the honor to submit a report upon the operations of the Observatory during the past year, and estimates of the sums which will be required for its support in the fiscal year terminating 30th June, 1866. These papers are presented in duplicate.

NAUTICAL INSTRUMENTS.

It is certain that the number of thoroughly made and reliable American chronometers, sextants, and azimuth compasses annually completed prior to 1861 was too small to supply even the limited naval fleet then employed by the government; and the success of efforts to stimulate native workmen in these branches of the mechanic arts is referred to in the annual statement which I had the honor to lay before the bureau in September last. On all occasions it has been my pleasure, as it was my duty, to respond to the inquiry of makers, and counsel them in their progressive improvements. The present state of the art is highly honorable to the nautical instrument makers of the country.

The only purchases made by the Observatory during the year have been to meet probable wants of the Potomac flotilla, and such vessels from other blockading squadrons as casually come to Washington for repairs. To a very large extent these wants have been supplied from instruments sent to the Observatory in a defective state and repaired in its workshop. As all instruments requiring repairs at the several naval stations are forwarded to us, the number accumulated became greater than the instrument-maker could put in order within a reasonable time, and a journeyman to aid him has been temporarily employed by authority from the bureau.

CHARTS.

As during the two preceding years, our main supply for blockading vessels has been obtained from the United States Coast Survey. Its superintendent promptly and cordially meets all demands for their publications, and is most considerately preparing special sheets of our Atlantic coast required by "off-shore" navigators. The last sheet of the series will be completed during the present month. Within the fiscal year we received 16,500 sheets from the Coast Survey.

Of foreign charts, the purchases embrace 4,200 sheets. These were exclusively publications of the British Hydrographical Office, that establishment reproducing the results of continental surveys with very little delay, as well as publishing original contributions from very numerous parties constantly employed by the admiralty.

The number of cases containing full sets of charts despatched from the Observatory was 103. Besides these there were many smaller parcels and single sheets for despatch-boats and tugs, and to supply casualties. The total distribution during the year amounted to 33,350 sheets.

ASTRONOMICAL INSTRUMENTS.

An order for construction of the transit circle authorized by the bureau was sent to Messrs. Pistor & Martins, of Berlin, in November last. The dimensions of its telescope were controlled by the asteroids, distinct vision of all of them now known to astronomers being the basis. In other respects, details were decided upon from my previous experience, after a careful examination of the

most recently constructed circles at Albany and Ann Arbor, and free conference by letter with the eminent makers intrusted with the work. The instrument will have an object-glass $8\frac{1}{2}$ inches diameter and 12 feet focal length; two minutely divided circles, each of 42 inches diameter, and improvements in its adjustments, facilities for observation and illumination not possessed by any other. It will probably arrive towards the close of the year.

Meantime, the instruments of the west wing have been dismantled to prepare it for the new circle, and the meridian transit instrument has been erected in the east wing. In the original construction of the Observatory the mural circle also was in the west wing. The two instruments are again together, as they always should have been. The clock made under the direction of Dr. Locke will be mounted in the nautical instrument room and adjusted to mean time, to be used for chronometer comparisons should the present standard clock become deranged. No other changes have been made in the instruments.

The small meridian circle made for the old depot of charts and instruments in 1842, having been dismantled to make place for the transit instrument, is no longer of use at the Observatory. It will be a valuable accession to a college observatory, and I respectfully advise that it be sold. It is in perfect condition in every respect, and has been carefully packed in anticipation of its removal.

OBSERVATIONS.

The routine of the two preceding years has been varied only by giving greater attention to meridional observation of the asteroids. The astronomer royal at Greenwich having stated in his annual report to the board of visitors that the burden of observing all these bodies had devolved upon the Observatory under his charge, and that the labor involved, after completing the duties assumed by that establishment since its foundation, had become onerous, I at once offered to become responsible for meridian observations of every asteroid visible with our transit and mural circles. The proposition was accepted by him in the most satisfactory manner.

Unfortunately for the cause of science, only about twelve out of the eighty-one bodies known can be seen with these two instruments. This was the immediate cause of my recommendation in the annual report of the last year for the erection of a transit circle of suitable dimensions, a recommendation fully appreciated and promptly and favorably responded to by the bureau. But as more than a year would elapse before this Observatory could begin the special labor for which the new instrument is primarily designed, a circular was addressed to American astronomers asking co-operation in equatorial observations. The annual volume of the Observatory was offered as a vehicle for publishing details should they desire it, and every facility at its command was most frankly tendered to them. Favorable replies were received from Professors Watson, at Ann Arbor, Michigan; Rogers, at Alfred Centre, New York; Hough, at Albany, New York; Bond, at Cambridge, Massachusetts; and Davis, at Cincinnati, Ohio—each of whom named the asteroids they would observe; and when the same body was selected by more than one observer, the allotment of others was left to my discretion. In all, thirty-one were appropriated by those astronomers, leaving twenty-eight to be observed with the Washington equatorial, the remaining twenty-two not being in opposition during 1864.

Owing to defective ephemerides with some, and to continuous unfavorable weather near the opposition periods of others, we have failed to observe six of our number; seventeen have been recognized, and the others are yet to come in opposition. These, together with two comets, many double stars, occultations by the moon, and continuation of the measurements of the Pleiades and Praesepe clusters, have given full employment to the equatorial.

The sun, moon, larger planets, and seven asteroids, have been observed with the meridian instruments; the last near their respective periods of opposition

only; and the others on all possible occasions, except Sundays and the national holidays. I have already alluded to continuous unfavorable weather. This operated against asteroid observations mainly, because of their faintness; but the zeal of the observers more than compensated for this loss, as their records embrace a fourth more observations than were made in the corresponding months of last year. The transit instrument in the prime vertical has been employed in continuing the series upon α Lyræ.

Besides the above-mentioned observations with the meridian instruments, much of the time with them has necessarily been given to small stars recorded in the zones observed prior to 1850. The discrepancies with some of the instruments were so numerous that the zones could be rendered useful only by redetermining the places of these zero stars. But the special work is now nearly completed, and the entire series of observations which remained to be completed when I took charge of the Observatory in 1861 will be ready for the press within a year.

Meteorological observations continue to be made at every third hour, day and night. The absolute times, relative paths, duration of visible flight and comparative brightness of 213 meteors, were noted during a portion of the night of November 13-14, the sky being overcast part of the time. The observations were specially made at the request of a committee of the Connecticut Academy of Arts and Sciences.

Publication.—The annual volume for 1862 was received from the public printers in March last, and was immediately distributed, copies for foreign correspondents being forwarded through the Smithsonian Institution. The manuscript copy of the observations made in 1863 was delivered to the printers in February last. The obstacles to publication remain as reported last year, and as less than one-tenth the work has been printed, the progress made does not justify expectation of its early completion. No proofs have been received of the volume which will contain observations made in 1851-52.

Personnel.—In 1861, Congress authorized the appointment of four aids from civil life for the performance of duties for which naval officers could no longer be detailed. The duties of the establishment could not be attended to with the desired promptitude by a smaller number. Under misapprehension of the wishes of the department, Congress, at its last session, diminished the number of aids, and increased the pay one-third to each of the three authorized.

In view of the knowledge which they are required to prove to a board of examiners at the Observatory before appointment, and the cost of living at Washington, the additional salary is eminently just; but I do not regard the reduction of our working force as just, either to the public interests or to those who were already amply and faithfully employed. For these reasons I have estimated for an additional aid, to make the number as before, and the salary asked for is that assigned by Congress to the others.

Respectfully submitted:

J. M. GILLISS,

Captain United States Navy, Superintendent.

Rear-Admiral CHARLES H. DAVIS, U. S. N.,

Chief Bureau of Navigation, Navy Department.

Estimate of the sums which will be required for the United States Naval Observatory and Hydrographical Office during the fiscal year ending June 30, 1866.

The sums asked for are of like amount to those granted by Congress for the fiscal year 1864-5, with two exceptions:

1. Until officers can be spared from the naval service, four aids are necessary

for performance of the duties properly. One is asked for, to replace one omitted by Congress at the last session.

2. An increase of \$2,000, under the head "contingent expenses and wages," is asked for. The buildings will require re-painting in 1865, and the cost of materials and laborers on grounds has been nearly doubled since 1861.

J. M. GILLISS,

Captain United States Navy, Superintendent.

U. S. NAVAL OBSERVATORY,

Washington, September 20, 1864.

Estimate of the amount required for the pay of commissioned officers, proposed for duty at the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1866.

1 superintendent, (captain).....	\$3, 000 00
1 commander.....	2, 240 00
5 professors of mathematics, (commissioned).....	9, 000 00
Total.....	14, 240 00
Appropriated for year ending June 30, 1865.....	\$14, 240 00

Estimate of the amount required for the pay of assistant astronomer, clerk, and others, proposed for duty at the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1866, and chargeable to appropriation for the support of the Naval Observatory.

1 assistant astronomer, (civil).....	\$2, 500 00
1 clerk.....	1, 500 00
3 aids, (civil).....	4, 000 00
1 aid, (estimated for).....	1, 333 33
Total.....	9, 333 33
Appropriated for year ending June 30, 1865.....	\$8, 000 00

Estimate of the amount required for the wages of instrument maker, watchmen, porter, and others, and for incidental expenses, at the Naval Observatory, for the fiscal year ending June 30, 1866.

For wages of the instrument maker, two watchmen, porter, messenger, and laborers; for keeping grounds in order, and repairs to buildings and enclosures; for fuel, lights, office furniture, and stationery; and for freight, transportation, postage, and incidental expenses.....

\$14, 000 00

Appropriated for year ending June 30, 1865.....

\$12, 000 00

RECAPITULATION.

Appropriation, pay of the navy	\$14,240 00
Appropriation, naval observatory, pay of assistant astronomer, and others.....	\$9,333 33
Pay of watchmen and others, and incidental expenses.....	14,000 00
	23,333 33
Total.....	37,573 33

J. M. GILLISS,
Superintendent.

UNITED STATES NAVAL OBSERVATORY,
Washington, September 20, 1864.

NAVIGATION, No. 6.

NAUTICAL ALMANAC OFFICE,
Cambridge, Mass., September 28, 1864.

SIR: In compliance with your order of September 2, I have the honor to submit the following report of the progress of the work of the Nautical Almanac office during the past year.

The volume of the American Ephemeris and Nautical Almanac for the year 1865 was published December 24, 1863, The almanac for the use of navigators for the year 1866 was published May 23, 1864, and the large volume for 1866 is completed and ready for publication with the exception of the examination of some proofs.

The enclosed schedule shows the distribution of the work for the volume for 1867, as well as the progress made up to this time. The small volume for the year 1867 will probably be published before the 1st of February, 1865.

Professor Peirce's investigations to redetermine the masses and elements of the principal planets have made as much progress during the past year as in former years. A portion of this work has been assigned to Mr. Runkle, to be done under Professor Peirce's direction, and other arrangements will be made to hasten its completion, in the hope that results of great interest and value may be reached within the present year.

Owing to the increased expenses of the office during the past year, caused by high prices of printing and material, the arrangement for computing the Asteroid Ephemeris has not been completed: something has been done, however. Mr. G. W. Hill has been assigned to that work, and Professor W. A. Rogers, of Alfred Centre, N. Y., has been employed on it, by authority of the bureau, and it is proposed to publish an asteroid supplement, for the year 1865, to accompany the volume of the Ephemeris for 1867. The tables of the planet Mercury mentioned in my last annual report have been published during the year, and also the almanac catalogue of Zodiacal stars. This last has been done under the direction of the bureau, in pursuance of a plan announced in the annual report of the superintendent of the Nautical Almanac, October 22, 1851.

Much progress has been made on the star tables, and the extension of the Tabulae Reductionum of Wolfers to our time star list has been completed up to the year 1880.

An arrangement was made with Mr. Blunt, May 5, 1864, by which the prices of the almanac were fixed as follows:

Small vol., wholesale.....	\$0 45 cts. per copy.
Do. retail.....	60 do.
Large vol., wholesale.....	1 20 do.
Do. retail.....	1 50 do.
Instead of—	
Small vol., wholesale.....	\$0 30 cts. per copy.
Do. retail.....	50 do.
Large vol., wholesale.....	80 do.
Do. retail.....	1 00 do.

This increase of price was rendered necessary by the increased cost of manufacture of the books.

The sales for the past year have been about as great as during the preceding year.

The estimates for the probable expenditures which will be required for the fiscal year ending June 30, 1866, which accompany this report, exceed those of last year thirty (30) per cent. I have thought that this increase was rendered necessary by the high prices of everything used in making the almanac or in sustaining the computers; and I would call attention especially to the item for salaries: they are obviously very small, even for the cost of living five years ago; as will appear by a glance at the list, only two of them exceed \$1,500. The present salaries, or the most of them, were adapted to the necessities of young men having had only a few years' experience in our work, many of whom now have families to support, and claims founded on ten or more years' service. If we are to retain the efficient services of the best of those trained to the office we must have some higher salaries.

I have the honor to be, most respectfully, your obedient servant,

JOSEPH WINLOCK,

*Professor of Mathematics, U. S. Navy,
Superintendent of Nautical Almanac.*

Rear-Admiral C. H. DAVIS, U. S. N.,

Chief of Bureau of Navigation, Washington, D. C.

Estimate of the amount required for the pay of commissioned officers proposed for duty on the Nautical Almanac for the fiscal year ending June 30, 1866.

1 superintendent, (commissioned professor of mathematics,).....	\$1, 800
Appropriated for year ending June 30, 1865.....	\$1, 800

Estimate of the amount required for the pay of computers and others proposed for duty on the Nautical Almanac for the fiscal year ending June 30, 1866.

For salaries of computers, assistants, and copyists.....	\$21, 125
Appropriated for year ending June 30, 1865.....	16, 250
Excess.....	4, 875

Estimate of the amount required for the pay of clerk and servant, for materials, and for contingent expenses, on account of the Nautical Almanac, for the fiscal year ending June 30, 1866.

For the purchase of paper, printing, &c., in order to publish in the year 1866 the Nautical Almanac for the year 1869, and for occasional printing, stationery, books, binding, &c.....	\$4, 680
For the new planets discovered since 1849.....	3, 900
For printing tables.....	1, 300
For extra editions of the volumes already published.....	1, 040
For pay of clerk.....	650
For contingent, including rent of office, servant-hire, fuel, &c.....	910

Total.....	12, 480
Appropriated for the year ending June 30, 1865.....	9, 600
Excess.....	2, 880

Difference reconciled as follows:

Proposed increase of 30 per cent. to the pay of computers—that is, 30 per cent. on \$16,250.....	\$4, 875
Proposed increase of 30 per cent. on the estimate for pay of clerk and servant, and for materials, &c.—that is, 30 per cent. on \$9,600.....	2, 880
Total excess, as before.....	7, 755

RECAPITULATION.

Appropriation, "Pay of the Navy".....	\$1, 800
Appropriation, "Nautical Almanac"—	
Pay of computers and others.....	\$21, 125
Printing, contingent, &c.....	12, 480
	33, 605
Total.....	35, 405

JOSEPH WINLOCK,

*Professor of Mathematics, U. S. Navy,
and Superintendent of Nautical Almanac.*

NAUTICAL ALMANAC OFFICE, CAMBRIDGE, MASS.,
September 28, 1864.

NAVIGATION, No. 7.

General estimate from the Bureau of Navigation for the fiscal year ending June 30, 1866, in addition to the balances remaining unexpended July 1, 1865.

FOR SUPPORT OF BUREAU.

1. For salaries of the chief of bureau, chief clerk, clerks, messenger, and laborer, (Navigation, B).....	\$10, 120 00
2. For contingent expenses, including stationery, &c., (Navigation, B).....	800 00
Total for support of bureau.....	10, 920 00

FOR THE NAVAL SERVICE.

1. For pay of commissioned, warrant, and petty officers; navigation officers, (Navigation, No. 1).....	\$4,480 00	
Naval Academy, (Navigation, No. 4).....	326,717 50	
Naval Observatory, (Navigation, No. 5).....	14,240 00	
Nautical Almanac, (Navigation, No. 6).....	1,800 00	
		347,237 50
2. For navigation, and navigation supplies, (Navigation, No. 2)		447,000 00
3. For contingent expenses, for navigation supplies, (Navigation, No. 3).....		5,000 00
4. For support of Naval Academy—pay of professors, &c., (Navigation, No. 4).....	\$43,676 00	
Wages of watchmen, &c., (Navigation, No. 4)....	19,950 00	
Contingent expenses, (Navigation, No. 4).....	52,000 00	
		115,626 00
5. For support of Naval Observatory—pay of assistant astronomer, &c., (Navigation, No. 5) ..	9,333 33	
Wages and incidentals, &c., (Navigation, No. 5) ..	14,000 00	
		23,333 33
6. For preparing and publishing the Nautical Almanac—pay of computers, &c., (Navigation, No. 6).....	21,125 00	
Materials, printing, &c., (Navigation, No. 6).....	12,480 00	
		33,605 00
Total for naval service.....		971,801 83

C. H. DAVIS, *Chief of Bureau.*

Titles of appropriations.

Titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1886.	Estimates of balances of appropriations unexpended June 30, 1885, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1885.
Navigation and navigation supplies.....	\$447, 000 00		\$126, 000 00
Contingent, navigation.....	5, 000 00		1, 500 00
Naval Observatory.....	23, 333 33		20, 000 00
Naval Academy.....	115, 626 00		139, 831 55
Nautical Almanac.....	33, 605 00		25, 850 00
Nautical instruments, &c.....			101, 042 00
Total.....	624, 564 33		414, 223 55

NAVIGATION, No. 9.

ABSTRACT OF ALL OFFERS RECEIVED (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF NAVIGATION, REPORTED IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for bunting and dry goods under advertisement, dated December 15, 1863.

BUNTING AND DRY GOODS FOR BROOKLYN NAVY YARD.

1. William A. Wheeler.....	*\$59,768 75
2. Lockwood & Collins.....	66,133 00
3. William Mathews.....	67,972 50
4. Evans & Hassall.....	†85,496 40
5. George Sparrow.....	‡52,357 50

Offers for bunting and dry goods under advertisement, dated January 25, 1864.

BUNTING FOR NAVY YARD, BROOKLYN.

1. William Mathews.....	\$29,040 00
2. George E. Sparrow.....	27,812 50
3. William A. Wheeler.....	42,202 50
4. William S. Mitchell.....	\$25,556 50
5. Lockwood & Collins.....	26,070 00

DRY GOODS FOR NAVY YARD, BROOKLYN.

1. William Mathews.....	§\$2,207 00
2. George E. Sparrow.....	3,238 00
3. William A. Wheeler.....	3,525 00

BUREAU OF NAVIGATION, 1864.

NAVIGATION, No. 10.

List of contracts embracing all coming under the cognizance of the Bureau of Navigation, made and received since the date of last report, October 20, 1863, to October 25, 1864, prepared in conformity with acts of Congress of April 21, 1808, and March 3, 1809.

WILLIAM S. MITCHELL, MARCH 3, 1864.

Contract for bunting for the United States navy yard, Brooklyn, for the year ending June 30, 1864.

	Price.	Amount.
350 pieces 18-inch red bunting, per sample, per piece.....	\$11 90	\$4,165 00
230 pieces 12-inch red bunting, per sample, per piece.....	8 69	1,998 70
230 pieces 9-inch red bunting, per sample, per piece.....	7 10	1,633 00
180 pieces 4½-inch red bunting, per sample, per piece.....	4 89	880 20
380 pieces 18-inch white bunting, per sample, per piece..	11 05	4,199 00
230 pieces 12-inch white bunting, per sample, per piece..	8 14	1,872 20
190 pieces 9-inch white bunting, per sample, per piece...	6 60	1,254 00

* Declined to execute contract, and new proposals advertised for.

§ Accepted.

† Ruled out, partial bid, and no guarantees.

‡ Ruled out for informality.

	Price.	Amount.
190 pieces 4½-inch white bunting, per sample, per piece..	\$4 40	\$836 00
230 pieces 18-inch blue bunting, per sample, per piece....	11 88	2,732 40
230 pieces 12-inch blue bunting, per sample, per piece....	8 70	2,001 00
180 pieces 9-inch blue bunting, per sample, per piece....	7 05	1,269 00
190 pieces 4½-inch blue bunting, per sample, per piece....	4 90	931 00
70 pieces 18-inch green bunting, per sample, per piece..	11 90	833 00
80 pieces 18-inch yellow bunting, per sample, per piece..	11 90	952 00
Total.....		<u>25,556 50</u>

The bunting to be all wool, fast colors, smooth selvages, and each piece to contain not less than forty yards.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 20th March next; one-third part on or before the 10th May; and the remaining part on or before the 30th June; 1864, unless earlier required, with a notice of twelve days.

WILLIAM MATHEWS, MARCH 9, 1864.

Contract for dry goods for the United States navy yard, New York, for the year ending June 30, 1864.

	Price.	Amount.
80 pieces ravens duck, per sample, per piece.....	\$11 00	\$880 00
1,000 yards whitemuslin, 1 yard wide, per sample, per yard...	40	400 00
100 dozen spools cotton, per sample, per dozen.....	1 00	100 00
200 dozen spools white linen thread, assorted, per sample, per dozen.....	1 25	250 00
100 pounds linen thread, assorted colors, Nos. from 45 to 60, per sample, per pound.....	2 00	200 00
50 pounds cotton twine, per sample, per pound.....	50	25 00
50 papers sewing needles, assorted sizes, per sample, per paper.....	04	2 00
1,000 pounds white line, assorted sizes, per sample, per pound.....	35	350 00
Total.....		<u>2,207 00</u>

The white muslin to be "York Mills," or an American manufacture equally good.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 20th March next; one-third part on or before the 10th of May; and the remaining part on or before the 30th of June, 1864; unless earlier required, with a notice of twelve days.

BUREAU OF NAVIGATION, 1864.

No. 5.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
November 1, 1864.

SIR: I have the honor to submit the annual report of the Bureau of Ordnance, with accompanying estimates for the fiscal year commencing July 1, 1865.

I shall endeavor to present to the department in this paper, as briefly as possible, the manner in which the bureau has met the requirements of the ser-

vice since the date of its last report, introducing at the same time such questions of ordnance detail as have arisen during the past year, and offering such suggestions for the more efficient arming and preparing our national ships for battle as have been gathered from the experience of actual warfare.

The department will find, however, that no changes are here recommended in the system of our naval ordnance which are not warranted by the most careful attention to facts and the undeniable results of well-conducted experiment; and it may be assured that each recommendation is made only after a deliberate review of the subject.

In using the terms "system of our naval ordnance," I beg to be understood as intending to embrace everything which comes within the cognizance of this bureau, even to the minutest detail, and by no means to confine their application to the *cannon* alone of our navy. So also in speaking of ordnance and ordnance stores, the same comprehensive meaning is to be applied. And in these introductory remarks, it may be proper for me to suggest the propriety of establishing by law this construction of these terms, and thus avoid hereafter all complication and difficulty in obtaining supplies for ordnance purposes.

The department is well aware of the annoyance, delay, and positive loss occasioned by the present system. To remedy this state of things, it is earnestly recommended that Congress be asked to enact that the law of 1846 on the subject shall hereafter be construed to apply to *all articles* for ordnance purposes coming under the cognizance of this bureau.

In the review of the ordnance work at the navy yards, this subject is also considered in the remarks on the system of accounts, which has during the past year occupied no little of the thoughtful attention of the bureau, with the design of providing additional safeguards against a wasteful expenditure of the public property both on shore and afloat.

The method adopted in my last annual report, of dividing it into separate headings, and treating of each subject in its distinctive character, being in many respects advantageous, is followed in the present report. It thus becomes a *résumé* of the last, and in connexion with it forms a historical record of the important part performed by the navy ordnance in suppressing the existing rebellion, and indicates the vast power at hand and in course of preparation for our national defence in the future. Quietly and unostentatiously the work has been prosecuted, while at the same time all the important questions of ordnance have been carefully examined and decided, as far as the means of the bureau would permit.

The results of these labors are given in the following pages, with the earnest hope that the department will second the appeals made therein to Congress for the several items of extra appropriations, which are sincerely believed to be indispensable. If these are granted, the bureau will be more than ever assured of its ability to provide for the wants of our navy, and to repeat, as it does here, the assertion made in the introduction to the last annual report, that not a single ship or squadron has ever been delayed in its movements for the want of ordnance or ordnance supplies.

THE ORDNANCE OF THE NAVY.—1863, 1864.

Under this heading, in my last annual report, was given a detailed statement of the number and calibre of the guns belonging to the navy at the commencement of 1861, how they were distributed on board ships in service, and parked on shore, with a tabular exhibit of the number of effective cannon, of all classes,

added to the stock since March of that year, and remaining on hand November 1, 1863.

Since then the work of fabricating cannon of the new system, as represented by the guns of the Dahlgren model, the XV-inch guns introduced by Assistant Secretary Fox, and the rifled cannon of Mr. Parrott, has steadily progressed, so as to keep pace with the growing demands of the navy; while, at the same time, the supply of bronze howitzers and rifles has been unceasing. Hence the grand total of cannon has been increased during the year, ending November 1, 1864, by the addition of 1,522 guns of the different calibres.

The loss in guns sustained by the navy is trifling compared with the value of the services rendered by it, not only in guarding our extended sea-coast, bays, and river shores, but also in the magnificent results obtained in battle. Few guns have been *surrendered*, or abandoned to the enemy; nearly all the losses have been by the inevitable accidents of battle, as in the case of the *Tecumseh* and Commodore Jones.

To the total on hand there should be added seven X-inch solid shot guns, intended for heavy work against plating, and three XIII-inch Dahlgren guns, originally designed for the monitor turrets, but superseded by the modifications made in the length and thickness at muzzle of the XV-inch guns, thereby adapting them to the use of a smaller port-hole.

There are also now in process of fabrication a new class of 32-pounders and 8-inch smooth-bore guns, for the broadsides of light vessels that are unable to carry and work efficiently the IX-inch shell guns. It is likewise in contemplation to provide for such vessels a new 8-inch solid shot gun, to bear a heavy charge, in order to obtain greater penetration. The first gun of this kind has been cast, and will soon be subjected to regular experiment, the details of which are necessarily confined to the projection of a solid globe of hard iron or steel against a sample of any ordinary plating which can be used for the protection of vessels. This is one of the many diverse questions presented for solution in determining the armament of vessels built entirely of wood, but which may at any time be called upon to take an active, and perhaps a decisive, part in an engagement with iron-clads.

In the rifled ordnance adopted for naval purposes by the bureau no changes have been made, except in the introduction of one more calibre among the Parrott rifles, viz: the 60-pounder. This, as an intermediate between the 30 and 100-pounder, has been found to be of great service as a chase gun, and fully supplies the place in the armament of ships contemplated by the 50-pounder of Rear-Admiral Dahlgren's system. It is generally used as a pivot gun, and as its bore corresponds with that of the army smooth-bore 18-pounder, the round projectile of the latter is always available where high velocities are needed at close range.

In the system of bronze howitzers, and rifles for boat service and the decks of light vessels, no changes whatever have been made. Its intrinsic value is fully recognized, and whenever the accidents of service have called these guns into play, either in detached boat expeditions on our sea-coast or on board the light-draught cruisers of our inland rivers, they have done excellent service. They have also been introduced as the special armament of many transports of the War Department. As a special gun for long range in chase, the 20-pounder three-grooved rifle is preferred, and it now occupies a prominent place in the armament of the double-ender vessels.

The greatest embarrassment experienced in arming and equipping our vessels arises from the variety of calibres and the changes of battery recommended for particular ships, according to the opinions or decisions of officers who have either sailed in them or in vessels of a similar class. For it may be that a certain battery, calculated for the tonnage and deck-room of a vessel, will prove in service to be too heavy a burden; or, on the other hand, an additional gun

may increase very much the efficiency of a vessel of less tonnage. And this state of things cannot be remedied so long as the requirements of ordnance are made subordinate to other details. There are certain classes of guns with determined weights, and space is required for their manœuvre on board ship. If these weights and spaces are not considered in the design of the vessel about to be built or purchased, an inferior armament is very apt to result from such neglect.

It may be said, nevertheless, that whatever battery is proposed for any vessel hitherto built or purchased, and intended for general or special service, guns of proper calibre and sufficient range to meet any requirement have always been ready at a moment's warning. And however irregular they may appear to the casual observer, a closer scrutiny will reveal the fact that all the elements which constitute effective and powerful batteries afloat are carefully and systematically arranged in the different rates.

This remark naturally leads to a review of the composition of the batteries of our men-of-war, in order that the effective power of the guns carried by each class of vessels may be understood.

COMPOSITION OF BATTERIES.

The governing rule in arming our ships-of-war has been to place on board of them the very heaviest and most effective guns they can bear with safety.

In general it may be stated, that the IX-inch are used for broadside, the X-inch and XI-inch and the Parrott rifles in pivot, the XV-inch for the monitor turrets, and the bronze howitzers and rifles for boat and deck service in shore. A few of our ships continue to be armed with the 32-pounder and 8-inch guns of the old system; but these will probably give way to the modified guns of similar classes above alluded to.

As no special changes have been made in the general arrangement of batteries since my last report, the same vessels, mentioned therein as types of their rates, may be again taken to illustrate the system of armament still in vogue.

Thus the battery of a first rate is represented by the Minnesota, carrying—

One 150-pounder rifled,	} in pivot;
One XI-inch smooth,	
Forty-two IX-inch smooth,	} in broadside,
Four 100-pounders, rifled,	

and four howitzers.

Of a second rate by the Brooklyn, carrying—

Two 100-pounder rifled, in pivot;	} in broadside,
Twenty IX-inch smooth,	
Two 60-pounder rifled,	

and two howitzers.

Of a third rate by the Eutaw, carrying—

Two 100-pounder rifled, in pivot;	} in broadside.
Four IX-inch smooth,	
Two 24-pounders, smooth,	
Two 20-pounders, rifled,	

Of the fourth rate by the Owasco, carrying—

One XI-inch smooth,	} in pivot;
One 20-pounder rifled,	
Two 24-pounders, howitzers, in broadside.	

And by the Nipsic, carrying—

One 150-pounder rifle,	} in pivot;
One 30-pounder rifle,	
Two IX-inch smooth, in broadside, and four howitzers.	

Of the monitors, by

The Tonawanda, four XV-inch ;

The Onondaga, two XV-inch and two 150-pounders ;

And Montauk, one XV-inch and one 150-pounder.

Of the iron-plated gunboat of the western rivers, by the Carondelet, carrying three IX-inch, four 8-inch, two 100-pounder rifles, one 50-pounder rifle, one 30-pounder rifle.

The development of the power of each individual ship named as representatives of the several rates is—

	In shot.	In shells.
First rate.....	2,606 lbs.	2,123 lbs.
Second rate.....	1,220	990
Third rate.....	424	343
Fourth rate.....	210	183
And.....	294	255
In the monitors—		
Tonawanda.....	1,704	1,320
Onondaga.....	1,180	930
Montauk.....	606	465
In the western gunboat—		
Carondelet.....	588	480

These figures express the weight of metal thrown for breeching purposes by the guns at a single broadside in solid shot or shells. Conjoined with these, however, are the destructive and terrible agencies of grape, canister, and shrapnell, available at all times in the general course of naval warfare, but most especially and signally so when used against uncovered masses of men. The effective power of a ship is, therefore, increased in a very great degree by these auxiliaries, which are common to both rifled and smooth-bores, excepting grape, which is not used in the rifles.

It will be noticed that, in each of the four rates of vessels above mentioned, pivot guns are associated with those of broadside, so as to meet more fully the necessity for long range at high elevations in chasing or bombardment, and at the same time to maintain a direct fire without materially altering the course of the vessel. The mechanical arrangement of the pivot carriage also enables the mounting and working with ease a much heavier gun than could possibly be handled on an ordinary broadside carriage.

These pivot guns are always placed near the ends of the vessel, and therefore do not interfere in the least with the working of the broadside.* The rapidity of fire from them is, of course, not so great as from an individual gun of broadside, but is fully sufficient for the purpose of accuracy at ranges beyond the reach of the lesser calibres. No ship can, therefore, be considered properly armed that has not a pivot gun of greater power and range than the guns of broadside. But whether a battery, consisting entirely of heavy pivot guns, would be more formidable than one of broadside alone—the aggregate weights being equal—has not yet been tried, the only effort of the kind being that of the Niagara, which has a battery of twelve 150-pounder rifles mounted in pivot, and no regular broadside guns. It is not worth while, however, to speculate on the probable results of a battery so constituted. No doubt, under certain circumstances, the peculiar merits of the plan would be fully developed ; but whether its excellence would ever be made so manifest as to cause its adoption in lieu of the present mixed system of pivot and broadside, is a question which could only be decided under all the varying conditions of an engagement at sea.

* An exception to this rule is found in the New Ironsides and Niagara.

The decisive power of the heavy gun in pivot is, however, most strikingly exemplified in the recent fight between the Kearsarge and Alabama, although the distance at which the action was fought was fully within the scope of the broadside 32-pounders of either vessel, being only about 700 yards. The water, also, was smooth, and both ships moved steadily under steam in a continuous circle around a common centre. Every condition was, therefore, most favorable for the full exercise of the offensive power of each class and description of gun used; but it does not appear, from the official reports, or the published statements of the affair, that much damage was inflicted on either vessel by the guns of broadside, the decisive work having been performed only by the pivot guns of the Kearsarge.

And these were the two XI-inch guns, mounted at either end of the ship, the light 30-pounder being too feeble to have had any bearing whatever upon the result.

There does not appear to have been the slightest difficulty in manœuvring these pivots; and although their fire was much slower than that of the broadside, yet the weight and explosive power of their shells fully compensated for any want of rapidity. For it is stated in the official reports that the total number of rounds fired by the Kearsarge in this action of one hour and two minutes was, exclusive of those from the 12-pounder bronze rifle, one hundred and sixty-three. That is, from the XI-inch, 55; from the 30-pounder, 48; and from the broadside 32-pounders, 60; equal to 163.

Throwing out the rounds fired from the 30-pounder, we have nearly an equal number from the pivot and broadside guns; but the preponderance of power is decidedly in favor of the 55 XI-inch shells, weighing in the aggregate 7,425 pounds of iron, with an explosive charge in each shell of six pounds of powder, while the total weight of metal thrown from the 32-pounders of broadside in the 60 rounds is, in solid shot, 1,920 pounds, and in shells only 832 pounds of iron, with an explosive charge of not quite one pound in each shell.

And we gather from the official report of Captain Semmes, of the Alabama, that the effect of the XI-inch shells of the Kearsarge was most disastrous. For he states that "after the lapse of about one hour and ten minutes our [his] ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity." This part of his report is most certainly true, if all the rest is questionable.

On the other hand, the Alabama opposed to this fire one Blakely 7-inch, or 120-pounder rifle, one 68-pounder—both in pivot, and the especial favorites of the English navy—and six 32-pounders, in broadside. The weight of metal thrown from these guns—assuming that *all* were used—is about equal to that from the Kearsarge; but it is also stated that the firing of the Alabama was much more rapid than that of the Kearsarge. This, however, together with great precision and concentration of blows, was to have been expected from a crew trained in the gunnery exercises of a navy whose boasted superiority over all others was never before so signally disproved. It does not appear that correctness of aim was much attended to by the crew of the Alabama, whilst thus delivering their rapid fire; for the Kearsarge was only hit twenty-eight times in all, and in no instance was she badly injured. Singularly enough, not a man though was killed outright on board of her, and only three were wounded.

There can be no question with regard to the superiority of the XI-inch guns over the Blakely 120-pounder, and the 68-pounder of the English pivot system, either in penetration, smashing effect of the shot, or explosive power of the shells. Hence, although the vessels were nearly equally matched as to tonnage, motive power, and number of men and guns, yet the preponderating influence of calibre, properly disposed in pivot, and coolly and deliberately handled by American seamen, was sufficient to settle the question briefly and most conclusively;

for the Alabama was sunk in a little more than an hour after the Kearsarge began firing, and the English and French navies were thus taught a lesson in practical gunnery and seamanship which they will not soon forget.

The result of this action may, therefore, be taken as proving beyond doubt the wisdom of arming our ships with a mixed battery of pivot and broadside guns, taking due care to place on board of each ship the heaviest and most powerful guns that she can safely carry and manage with ease in all weather; and whatever the object of its fire, whether it be an Anglo-rebel buccancer, or a regular, legitimate cruiser, unless completely overmatched by superior numbers and calibre, this style of battery will never fail to vindicate the judgment which adopted it as the standard of our naval system. This seems to have been fully and immediately understood by the officers of the French navy at Cherbourg, who did not fail to avail themselves of the opportunity thus afforded them of studying the details of armament on board the Kearsarge upon her return to that port after the battle. They are entirely welcome to the information thus obtained; the lesson is merely elementary, and by no means so instructive as the one since presented for the world's investigation on the waters of Mobile bay.

THE FOUNDRIES.

The number of these establishments engaged in the fabrication of cannon for the navy has been reduced by one since the date of my last report, the Portland Company having withdrawn from their contract. The others have been fully employed in the work of keeping the navy supplied with guns of unequalled strength and beauty of finish, from the ponderous XV-inch to the light 32-pounder. No delay or embarrassment has occurred in the delivery of the cannon contracted for, and the bureau is more than ever assured of the reliability of the firms engaged in this important business.

The Fort Pitt foundry, with its immense facilities and very great experience in the art of founding cannon, was at first the only establishment able and willing to undertake the task of making the XV-inch guns. But during the past year two other foundries—the South Boston and the Scott foundries, at Reading, Pennsylvania, having completed all the arrangements necessary for the process of hollow casting—have now each a contract for this class of gun. No difficulty whatever is anticipated in the fabrication of these very large cannon, for the irons now used by the respective foundries are known to be of the very best quality for the purpose. The primary and most important element being thus assured, the remainder of the task is entirely within the mechanical ability of the foundries.

It is, therefore, no idle boast, that the cannon of the United State navy, made exclusively from American irons, are unsurpassed by those of any other nation; and this will continue to be the case so long as the enterprise of our citizens is left untrammelled, and full opportunities are afforded for the exercise of their skill in this most important art.

Besides the XV-inch guns, the Fort Pitt, South Boston, and Reading foundries are all engaged in making the other classes in use, including also the new models of 8-inch and 32-pounders elsewhere alluded to. The Builders' Iron Foundry, at Providence, Rhode Island, has just completed a contract for XI-inch guns, and is now engaged on a new one for the 8-inch and 32-pounders; while the firm of Hinkley, Williams & Co. are still engaged upon their contract for XI-inch guns. Thus the work has been steadily prosecuted during the past year, and will be continued by these foundries as fast as the demand for the smooth-bores increases.

The cast-iron banded rifles of Mr. Parrott, made at the West Point foundry, are still the only kind used in the navy, except the bronze 12 and 20-pounders

of Rear-Admiral Dahlgren. Since November of last year there have been added to the stock of these rifles on hand at the depots and in service 385 of the different calibres, including 20 new 60-pounders, making a total at present available of 1,005 guns, after deducting 23 lost or disabled by the accidents of battle. Of these thus lost or disabled, six gave way at the breech, four were broken by the explosion of shells near the muzzle, three were cracked in the bodies, two were condemned for excessive enlargement of vent, seven were lost by wreck, and three captured by the rebels. The percentage of loss by rupture and enlargement is therefore very small.

It may be remarked that no rifled gun has yet been devised which can be considered perfect, and the bureau has sought in vain among the systems of European nations and the improvements of our own country for a better gun, taken as a whole, than the Parrott rifle. Its lifetime, as fixed by the inventor, is 750 rounds, but the navy guns have in many instances shown a greater endurance.

It is true that reports are occasionally received of failures with the Parrott projectiles, (also prepared at the West Point foundry,) but these are again counterbalanced by the most favorable reports; and it is certain that, whenever a close attention is paid to details in loading and firing, these guns may be relied upon for range and accuracy. But if these details from any cause are not sufficiently attended to, the firing of no rifled gun can be considered safe or certain. At all events, whatever may be the defects of the Parrott system of rifled ordnance, no other has yet been produced which commends itself so strongly to the service; and until another and a better one is devised and subjected to the same ordeal, the bureau will continue to place its guns in the batteries of ships as important auxiliaries to the smooth-bore pivots.

The condition of endurance is undoubtedly the first to be secured in all guns, and no one expects to find this in as great a degree in the rifle as in the smooth-bore. Hence the cast-iron gun of Mr. Parrott, although strengthened by a spiral coil of wrought-iron around the locality of greatest strain, is by no means to be expected to last as long under protracted firing as a smooth-bore of the same calibre. But its probable strength when carefully used, as *all* ordnance should be, is sufficiently ascertained to avoid accidental rupture by attempting too much.

The rule of the navy is to pay particular attention to the wear of the bores and vents and to the manner of loading, especially in batteries established on shore, as will be seen from the following circular order issued on this subject:

“DECEMBER 29, 1863.

“The bureau desires to impress upon all officers who may be placed in charge of naval batteries on shore, whether co-operating with the army or otherwise, the importance of exercising great care to prevent sand or dirt from being blown into the muzzles of rifled guns, and the exposure of rifled projectiles to sand or dirt before loading.

“To guard against the drifting or whirling of sand into the bore, after the piece has been sponged and cleaned, a mask of cloth or canvas should immediately be placed over the face of the muzzle; and after the projectile is introduced, the same course should be adopted until the word ‘ready’ is given, when the mask is to be withdrawn.”

A correct record is also kept of the number of fires from every gun, and this, in connexion with the indications of weakness shown by the impressions of the interior of the vents, is a safeguard against accidents of bursting.

Propositions have been made to supersede cast-iron for rifles (and in fact for smooth-bores also) by wrought-iron; and a heavy wrought-iron rifled gun of 7-inch bore, forged in a peculiar manner, is even now under process of trial, as

well as one of smooth-bore, designed and constructed by our distinguished citizen, Mr. John Ericsson. But the experiments have not been sufficiently advanced with either of these guns to form a reliable judgment as to the probable result, for there are many grave questions involved besides the ability to resist rupture, and these will inevitably be developed under the strain of excessive charges.

For a long time the question of casting guns in a solid mass, and cooling them from the exterior, or casting them hollow, and cooling from the interior, upon the comprehensive plan of Major Rodman, has occupied the attention of the bureau; and in a paper presented to the department on the subject, under date of May 17, 1864, an opinion was expressed decidedly in favor of the latter for all the heavy guns of the navy.

As these views were subsequently fully sustained by the recorded opinions of the best authorities of the army and navy, and of the founders to whom the question was submitted, the official sanction of the department is only needed to enable the bureau to adopt this plan of founding in future all the cannon for the navy above an 8-inch calibre, after it shall have been submitted to Admiral Dahlgren. It may be remarked, that Mr. Parrott has recently determined to manufacture his heavy rifles in this way, being convinced that he thereby obtains a more solid gun, of greater uniform strength, and a surface of bore better suited to resist the action of the rifled projectiles.

It would no doubt be interesting to describe fully the process of founding cannon by both methods; but the limits of a general official report on various other subjects render this inexpedient. It is sufficient to know, however, that the casting of the enormous 20-inch cannon at Fort Pitt foundry for the army and are each perfectly understood by the men engaged in the business; and since the navy, there really would seem to be no limit to the ambition and daring of our artisans. These huge masses of iron were cast without the slightest difficulty, the time elapsing from the moment of tapping the furnaces to the complete filling of the mould of the army gun being only 22 minutes. To produce this casting no less than 105 tons of iron were melted.

This huge cannon, having been bored and finished, and the test specimens confirming the opinion formed of the soundness of the metal in working under the tools, it has been recently placed in battery at Fort Hamilton, where it will be subjected to proof at an early day. (See note C.)

To guard the public interest, in a matter of such great importance as the manufacture of cannon, the bureau maintains the usual supervision over the work at each foundry. The officers at present employed on this duty are Commodore T. A. Hunt, Commodore R. B. Hitchcock, Commander E. M. Yard, and Lieutenant Commander W. W. Queen; Commander Yard having relieved Captain Berrien, at Fort Pitt, and Lieutenant Commander Queen, Lieutenant Commander May, at Reading. The services of these officers are of the highest value to the bureau, for with them lies the responsible duty of entering upon record the history of the fabrication of every gun, embracing therein the minutest detail of the process, beginning with a description of the metals used, and following each successive operation with unceasing vigilance, until the guns are finally finished, proved, and delivered to service.

The large experience and thorough practical knowledge of ordnance possessed by Commodore Hunt enables the bureau to confide to him the supervision of three foundries, viz: the South Boston, Providence, and that of Messrs. Hinkley, Williams & Co., in Boston. It is by no means a trifling task, but the record of the manner in which it has been performed, during a long period, is entirely satisfactory.

So also with the highly important trust confided to Commodore Hitchcock, of superintending the fabrication, at West Point, of the Parrott rifle guns; for an error of judgment, or a relaxation of the watchful scrutiny necessary to secure the most perfect guns, would be detrimental to the interests of both the

government and the founder. The duty is also laborious, as it is not only the simple casting, finishing according to the standard, and proving as in the case of the smooth-bores, but there are also the details of banding, grooving the bores, bouching the vents, and inspecting the projectiles to be attended to. In all these, however, he is seconded by the founder, and the bureau is convinced that, whenever a defective gun is met with, as in the case of those referred to elsewhere, its faulty condition could not have been ascertained by any of the usual methods, before acceptance into service.

Captain Berrien has recently been relieved from duty as the inspector of ordnance at the Fort Pitt foundry. The bureau parted with him with much regret, for his services were highly valuable, especially in the introduction of the first XV-inch guns. The promptitude with which he always carried out the instructions given him, is the best guarantee that in his new sphere of duty the department will find him a faithful and zealous officer.

PROJECTILES.

As it is of vital importance that projectiles should be properly made and adjusted to the bores of their respective guns, the utmost care is taken by the bureau to obtain the very best description of iron suitable for shells and shot, and in giving out contracts or orders, the terms exacted and the rules of inspection laid down are quite as rigid and comprehensive as in the case of contracts or orders for cannon. The wisdom of this measure has been fully proved during the existing rebellion, wherever the guns of the navy have been trained upon the enemy, either afloat or ashore.

The bureau is thus assured of having always good and reliable spherical shells and shot for the smooth-bores, whether made by contractors or at the several navy yards. The former, carefully inspected, gauged, and prepared in other respects for service, are perhaps the most efficient projectiles of their kind known anywhere; while the latter, being made from the best charcoal iron, poured and worked in a peculiar manner, so as to obtain hard and solid masses, have been found by recent experiment able to penetrate at close range any given thickness of iron armor which can be worn upon the sides of ships of war.* In fact the penetration is quite as great and uniform as that obtained with steel shot of equal weights, propelled by similar charges, the only difference being that the iron breaks after passing through, while the steel is only compressed or flattened, a result rather in favor of the iron shot, if entrance is made between decks, where men are exposed to its fragments.

During the past year experiments of the kind indicated have been quietly and systematically made with both shells and shot from smooth-bores and rifles, of all the heavier calibres, the entire results of which will, at an early day, be laid before the department for its consideration. The importance of the subject has been fully appreciated by the bureau, and it has therefore endeavored to investigate it in such a manner as to obtain the most assured facts, and in doing so has taken care to avoid all publicity, and premature discussion. The powers of the guns belonging to the navy, and in common use in the batteries of our ships, have been fairly tested against both solid and built up plates, and the conclusion reached is wholly in favor of the guns and their solid projectiles, the spherical shot for smooth-bores being, however, immeasurably superior to the elongated rifle shot in every form. That is to say, no manner or thickness of iron or steel armor that could be carried on the hulls of sea-going ships will resist the impact of solid spherical shot fired from the heaviest calibres of the navy, at close range, with appropriate charges of cannon powder. This

* In 1862 experiments were made here in casting *chilled* shot, in the same manner as subsequently tried in England in 1863. The results were, however, unfavorable, and the idea was abandoned for the one above mentioned.

result has been reached by a course of well-conducted experiments in the fabrication of simple globes of iron, and in the face of recorded opinions of experts; for it was generally accepted as an established fact that it was impossible to cast a spherical shot of large diameter which would be *solid* throughout. It is now known, however, beyond any question, that it is easy to cast a XV or XX-inch shot which will be perfectly sound and solid from circumference to centre of figure, and one of the former has resisted without breaking 222 continuous blows of an 8-ton steam-hammer. This being decided, the solution of the remaining elements of the problem of guns *versus* armor is of easy process; for, thanks to the skill of our artisans, the cannon required to hurl these compact masses of iron, with the high velocities due to heavy charges of powder, are readily obtained. (See Note A.)

In the fabrication of spherical shells the iron used must be sufficiently strong to resist the shock of discharge; otherwise they are broken in the gun, to the manifest injury of the bore. The good quality of the iron is also necessary to the proper adjustment of the fuze, that most indispensable adjunct to their effectiveness, upon which depends entirely the development of their power. So also with shrapnell shells, by far the most destructive missiles which can be used against uncovered troops beyond the effective range of grape and canister, and which are now supplied to all the guns.

From the foregoing remarks, it is seen that there is nothing in the economy of ordnance that claims in a greater degree the attention of the bureau than this subject of projectiles. It is not only necessary that the supply should be kept up, but also that every care shall be taken to obtain the very best, to prepare them in the most approved manner, and to adapt them to the particular service for which they are intended; otherwise, the sums expended in their purchase and manufacture would be a most wasteful expenditure of the public treasure.

With the rifled projectiles, however, it is hardly possible to exercise the same scrutiny as with the spherical; for these are, with the exception of a few made at the ordnance yard, on the plan of Rear-Admiral Dahlgren, the patented property of private citizens, from whom they are ordered from time to time to meet the wants of the service. Under such circumstances the bureau is obliged to confine itself to the ordinary inspection as to size, weight, and calibre.

Besides the Dahlgren rifle projectiles just mentioned, and which are only used in the *bronze* rifles, those of Parrott, Hotchkiss, and Schenkl are furnished almost exclusively for the iron guns. Other kinds have been tried, but hitherto with far less success than either of these just mentioned; and until something better is presented, they must continue to serve the necessities of our rifled ordnance.

As a special agent at long range, under favorable circumstances, these rifle shot or shell will no doubt continue to be the most effective. But under the varying conditions of an engagement at sea, where there is a complicated and deceptive movement of the platform upon which the gun is placed, the accuracy of flight, and extreme range claimed for them by their advocates as against the spherical, render their effectiveness extremely uncertain. For if perfectly sure to reach the point aimed at, within distances beyond the range of the smooth bore, it is evident that the slightest change of elevation, or of lateral direction of aim *at the time of firing*, will inevitably cause them to miss that point. Again, in *ricochet*, especially at sea, the elongated rifle projectile is perfectly worthless as compared with the swift and smoothly bounding spherical shot or shell, fired at low elevations from the smooth-bores.

Grape and canister furnished for all the smooth-bores, but not for the rifles, as above stated, do not require that extreme care, in preparation for service, as the other projectiles. They are, nevertheless, skilfully adjusted to the calibres of the guns, and, when used at proper distances, are exceedingly destructive to exposed troops, or the hulls of boats and light crafts. They are employed at

distances varying from one to three hundred, and never beyond four hundred yards, under ordinary circumstances ; but there is upon record an instance in the Crimean campaign where the Russian frigate Vladimir used grape from her 10-inch guns at a distance of 1,200 yards, the elevation being twenty-three degrees, with terrible effect upon the French reserves, moving to the assault of the Malakoff. Similar effects have resulted during the present war from the use of grape from navy guns at long range ; and in the recent memorable affair in Mobile bay, the guns of the rebel forts were completely silenced, and the embrasures cleanly swept by the fire of grape and canister from the guns of the passing ships ; thus settling the question of the ability of wooden ships to pass a fort even at close range.

GUNPOWDER AND NITRE.

In my last annual report the department was informed that, in order to meet the wants of the service, it had been necessary to order no less than 2,980 tons of gunpowder during the period elapsing from March 1, 1861, to the date of that report, and that this large amount was readily obtained from the several powder-mills in the loyal States, only 44 tons of it having been purchased from other sources.

Since then the consumption of this indispensable article by our squadrons in service, and for experimental practice, has compelled the purchase and manufacture of 1,325,000 pounds of powder, and 575 tons of nitre, 500 tons of the latter being *domestic*, and supplied entirely from the New Haven chemical works, the only establishment that has yet undertaken its manufacture for the navy.

The number of mills engaged in the fabrication of powder for the navy has been diminished by one since my last report, so that the only present sources of supply are the works of Messrs. Dupont, and those of the Schaghticoke, Hazard, and Union Powder Companies. Their product has, however, been quite sufficient to supply the demand, although frequent explosions have occurred to retard their operations. The excellence of their powder is well known, the manufacturers being most zealous in their endeavors to satisfy the standards of strength, density, and hygrometric qualities fixed by the bureau.

Uniformity in the size of grain in the different grades of powder being most essential, a system of sieves was devised in 1852, to regulate the granulation, and prevent too great an admixture of small and large grains, which, in our service, is not believed to be favorable to the proper development of strength. Until the introduction of rifled cannon, and the larger calibres of smooth-bores, the navy powders were divided into two classes—cannon and musket—and these sieves answered the purpose for which they were intended ; but experiments having shown that a sufficiently high velocity, with less proportionate strain upon a rifle gun, could be obtained with powder of a larger grain than the ordinary cannon powder, the kind known as No. 7 was finally adopted. This size of grain, however, could not be so well regulated by the sieves then in use, and anomalies were constantly occurring. In order, therefore, to reconcile the differences, and at the same time simplify as much as possible the manufacture, the question of changing the sizes of the holes in the sieves, with the view of approaching more nearly the *natural* granulation resulting from the process of manufacture, was submitted to the powder men and ordnance experts. Their decision was unanimous in favor of the change, and the bureau accordingly gave the necessary directions, at the same time ordering the nomenclature of the navy powders to be in future, rifle, cannon, and musket.

From this change the most beneficial results are anticipated, inasmuch as it facilitates the manufacture, and reduces the risk of loss to the makers, and consequent delay to the government, which is apt to arise from a want of conformity to the standard granulation.

The use of the *mammoth* grain in navy guns has been entirely abandoned; experiment having shown that in the XV-inch guns, for which it was specially designed, a better result is obtained with thirty-five pounds of the ordinary cannon than with fifty pounds of the mammoth powder, and this charge (fifty pounds) of the latter cannot all be burned in the gun.

The experience of the past indicates that, even with the limited number of mills in the loyal States, an ample supply of powder can be manufactured by them, *provided* the nitre is attainable. To depend, however, for a supply of this article from abroad, or of even the necessary bases from which it is prepared, is, to say the least, highly injudicious; for in case of a foreign war, it is certain that the supply would be immediately cut off. I feel it my duty, therefore, to bring the subject again to the notice of the department, and earnestly suggest that Congress be requested to make some special provision by law for the encouragement of the production, throughout the country at large, of this prime essential to our national defence. The process is simple, and fully within the means of our farmers and citizens generally, and the product might be received, at a fair valuation, in lieu of a portion of the taxes.

It is to be regretted that the example of the New Haven chemical works has not been followed by other establishments, as these works have succeeded in making an excellent article of domestic nitre, from which very good powder is now prepared for the navy; but an impetus of some kind is wanted to induce a more extended manufacture, and this it is believed will be best given by judicious legislation on the part of Congress. As regards the prospective value of this business, it should be remembered that the expenditure of nitre is much greater in time of peace than during war—vast quantities being consumed in the arts and in civil engineering. This may be inferred from the following statement of the annual consumption in the United States since 1854, as obtained from the reports of the principal brokers in Boston:

1854.....	90,000 bags.
1855.....	105,000 “
1856.....	75,000 “
1857.....	80,000 “
1858.....	70,000 “
1859.....	111,000 “
1860.....	64,000 “
1861.....	105,000 “
1862.....	89,000 “
1863.....	84,000 “
1864 (estimated)	60,000 “
the consumption up to the present date of 1864 being about	40,000 “

The attention of the bureau has also been invited to the results, said to have been obtained recently in Europe, with gun-cotton prepared in a peculiar manner, and it is ready to make trial of its properties, as compared with gunpowder, whenever the samples ordered are received. One fact, however, connected with the use of this material is certainly an objection to its general use, and that is the liability to explode at uncertain and low temperatures.

GUN-CARRIAGES.

There is probably no part of the ordnance equipment of our navy that has been so little changed from the old designs as the ordinary wooden broadside carriage. In all its essential features, it is the same to-day as in the year 1750. In fact, the only modifications consist in the removal of the rear trucks and substituting a vertical friction-piece on the bracket to resist the movement of recoil, and the appliance of a breast sweep, as a pivot, in lateral training. The tests of service have not indicated any other changes. The material, however,

is objectionable on account of its inevitable decay, liability to warp and shrink, and the disabling effects of its flying splinters when struck by shot or shells. Hence, in my report of last year, the subject of *iron* carriages was adverted to, and the attention of the department called to the results obtained with the iron carriages of the New Ironsides. Since then a broadside carriage of iron has been constructed and subjected to proof firing, at the ordnance yard in this city; and the bureau is convinced, from this experiment, that for all practical purposes, and especially on the score of economy, carriages made of iron can be safely introduced. It has accordingly ordered the construction of fifty IX-inch carriages, and also a sufficient number to mount the improved class of 8-inch and 32-pounder guns. This will not create a waste of the stock of wooden carriages, as those of IX-inch will be placed in the batteries of new ships, and new carriages are in any case necessary for these 8-inch and 32-pounder guns, whose dimensions differ from the old models.

During the recent naval battles in Mobile bay, a chock, designed by Captain Alden, to assist in checking the recoil of the IX-inch guns, under the action of heavy charges, was tried on board the Brooklyn, and has been recommended for general use. But as a rule it is best to avoid a complication of details in the manœuvre of cannon on board ship, and additions should only be made for special occasions.

The pivot carriages, as at present arranged, seem to meet fully the requirements. The recoil of the guns is easily controlled by the compressors, while the movement in training is steady, and readily performed. Wood for these carriages is also quite as objectionable as for those of broadside, and the bureau contemplates changing them for iron ones upon the plan of those on board the Ironsides, with, however, some important modifications, especially in the manner of compressing. The detail of manufacture in the broadside carriage is quite simple, and not more expensive when made of iron than of wood; but in the pivot carriage the difference in cost is somewhat in favor of wood, and the exorbitant price of iron has hitherto prevented the bureau from making the necessary purchases, while the stock of timber on hand for these carriages is large, and cannot be economically used for other purposes, as it is all cut to dimensions.

The iron-carriages of the monitors still continue to work satisfactory, and are, no doubt, strong enough to sustain any amount of protracted firing.

No changes have been made in the details of the carriages for boat and field howitzers, and it is very doubtful whether any modifications can be suggested which would give better results. In general, the plan may be considered perfect, and its excellence is admitted by other navies.

From the above statements it will be seen that the guns of our navy are properly mounted on carriages specially adapted to each particular class; but much difficulty is sometimes experienced in placing suitable guns on board a given ship, for the want of sufficient room. The custom has been to build a ship, apportion the space for provisions, water, engine, boilers, and coal, cut the hatches of every imaginable size from one end of the decks to the other, and then call upon the bureau for an armament suited to the tonnage and size of the ship; and until recently no detail has ever been modified to accommodate the wants of the ordnance. Hence the carriages must either be shortened so as to work clear of the hatches, or fewer guns, or guns of lighter calibres and shorter carriages, must be provided, to the manifest detriment of the power of battery. The only corrective of this evil is to view the man-of-war as a huge gun-carriage, and to make every other question subordinate to that of ordnance and its accommodation. That is to say, whatever may be the tonnage of the ship about to be built, a certain proportion of this tonnage must be devoted to the guns and their appliances; and after the calibre and weight of battery, according to that proportion, have been decided upon, sufficient deck-room should be provided

for its carriages, as well as proper magazine and shell-room; otherwise, the order of things is reversed, and the power of the ship proportionally lessened.

To obviate these difficulties as far as possible, the bureau has prepared for general use a set of diagrams showing the minimum space required for working each class of gun; and these have been approved by the Bureau of Construction for future guidance in arranging the decks so as to receive the proper batteries.

THE ORDNANCE WORK AT THE SEVERAL YARDS AND STATIONS.

PORTSMOUTH, N. H.

The supervision of the work at this navy yard is at present intrusted to Captain J. R. Goldsborough, who relieved Lieutenant Commander Sicard. It is still confined principally to the construction of carriages, in which business it probably excels the other stations; and although the facilities for preparing the ordnance equipment of a ship are moderate compared with those of Boston or New York, still they are found to be amply sufficient for the limited number of vessels usually prepared for sea at that place.

At the suggestion of the bureau, the department established some time ago a battery on Seavy's island for the defence of the harbor, manning it with contrabands. The training of these men as artillerists will no doubt prove advantageous, and it would perhaps be well to extend the plan to other localities along our northern seaboard, not only as a measure of harbor defence, but as schools of practice from which well drilled men may be obtained for service on board ship.

BOSTON AND NEW YORK.

At these navy yards the bureau has its principal depots of ordnance and ordnance material and stores for the supply of our squadrons, together with the most enlarged facilities for the preparation of batteries. Although the wharves are constantly crowded with ships of all rates, no delay has ever been permitted to occur in filling their requisitions; for the manufacture and preparation of shot and shells, of gun-carriages with their appliances, and all the manifold details of equipments and stores, is unceasingly going on, so that it not unfrequently happens that the battery of a new ship is ready for her before she is launched.

It is also most creditable to the ordnance establishments of these yards that in no instance have they failed to meet the very heavy demands constantly made upon them for supplies, not only from our fleets, but very often from the other yards and stations, entailing a great amount of labor in forwarding by rail and water.

At New York, however, a greater amount of ordnance work in the preparation and shipment of stores, and the outfitting of ships, is carried on than in any of the other navy yards, and consequently a larger space is required, not only for these purposes, but also to park the multitude of guns belonging to the batteries of vessels, or needed as a stock. To meet this necessity, and as the old gun park has been occupied by the Bureau of Yards and Docks for the erection of large general storehouses, this bureau has, under the recent authority of the department, commenced the filling in of the unoccupied marsh adjacent to the cob-dock and opposite Williamsburg, making it in fact an extension of this dock in a southerly direction. When this great work is completed, the bureau will there have ample room for the accommodation of all the workshops and storehouses needed for ordnance purposes, and besides a park for 2,000 cannon, with all the requisite appliances for sighting and otherwise fitting them for

service. This will completely relieve the navy yard proper of all ordnance work, and leave it entirely unembarrassed in the prosecution of other business.

The money appropriated at the last session of Congress for powder tugs has been used for that purpose, and the bureau has now two fine vessels built at Portsmouth, which perform excellent work, not only as powder boats, but also in towing and other dock-yard service.

PHILADELPHIA.

The limited space occupied by this navy yard, although situated in the greatest manufacturing city of the United States, has necessarily restricted the ordnance work to the simple preparation of the batteries of ships. It cannot, therefore, strictly speaking, be considered a manufacturing depot for ordnance stores; but within its capacity it has never failed to respond to the calls made upon it, and the bureau is well assured that, if at any time an extension of room in this yard is possible for ordnance purposes, the eminent skill of the artisans of Philadelphia will be developed in the production of work unexcelled by the mechanics of any other locality. This yard has, moreover, the advantages of an abundance of coal and iron near at hand, with a large foundry at Reading to supply the guns, and a well-located magazine at Fort Mifflin for powder and shells; while a few miles beyond the magazine, on the river line, are the important powder mills of Messrs. Dupont & Co., from whence to draw supplies.

WASHINGTON AND OTHER ORDNANCE DEPOTS.

As a special establishment, embracing not only the casual outfit of a vessel, but also the manufacture of boat guns, carriages, laboratory stores, and the highly important experiments upon every conceivable idea of ordnance improvement, the depot in this city, now generally known to the service as the "ordnance yard," is in some respects the most important.

Organized under many difficulties, and with exceeding labor and perseverance, by my predecessor, the distinguished officer at present in command of the South Atlantic squadron, it has not only furnished the standards which govern the work at all the yards and foundries, but it has also proved the safeguard of the service against the nostrums and visionary improvements of would-be inventors and speculators. Its experimental batteries and records are the crucial tests to which we submit every one of the great questions which command at any time the attention of artillerymen at home and abroad; and the satisfactory manner in which they are solved is exemplified by the condition of our naval armaments. But especially is the service indebted to this depot for the high excellence of those indispensable details of ordnance embraced in the products of its laboratory, such as fuzes, primers, percussion caps, fire-works, and small-arm ammunition, besides all the ammunition for boat and field howitzers.

The limits of this report will not permit an extended recital of the various resources and work of this interesting and important station. Nor is it necessary, perhaps, for their character is well known to the department and the country. The estimates for its support are considered as most essential, and should rather be increased than diminished.

During the past year the naval depot at Fortress Monroe has been transferred to the naval magazine at Fort Norfolk, that building, with its appurtenances, having been finally rendered up by the army to the navy for that purpose. In conjunction with the frigate *St. Lawrence* as a store-ship, it now remains as the regular depot for supplies of the Atlantic Blockading Squadron, under the immediate command of Commander D. Lynch. For the ordinary requirements of the squadron it is found to be amply sufficient; but for extended operations the bureau has been compelled to resort to the dangerous and extremely expensive arrangement of chartered vessels as store-ships.

At Baltimore sufficient provision is made to supply vessels arriving at that station for casual repairs; and for the Mississippi squadron a depot is established at Mound City, Illinois, to which are forwarded all needful articles for distribution.

For our squadron in the Pacific ocean an ordnance storehouse is located in the navy yard at Mare island, California, whither consignments are made from time to time, as opportunities offer. This course is necessarily adopted, for the lack of proper facilities in that quarter for the manufacture of stores and munitions of war. There are now, however, on hand at Mare island guns enough to equip, if necessary, a large fleet, together with munitions of war for naval purposes of all kinds.

To meet the wants of our squadrons in the South Atlantic, East and West Gulf, ordnance supplies are always to be found at Port Royal, Key West, Pensacola, and New Orleans, ashore and on board ship; and every effort is made by the bureau to make the system of supplies as perfect as possible, and to avoid the enormous expense of chartered vessels on demurrage.

If the permanent maintenance of our present fleet stations is contemplated, I would respectfully urge upon the department the propriety of recommending to Congress an additional special appropriation for an ordnance depot at the rendezvous selected for each fleet.

In concluding this part of my report, I feel it my duty to mention favorably to the department the officers who have been employed upon ordnance duty at the several navy yards and stations. They have all faithfully performed the tasks assigned them, and assisted the bureau in the heavy responsibilities resting upon it, each according to his respective station.

At Portsmouth, New Hampshire, Captain Goldsborough has been in charge during the past year; at Boston, Commodore Missroon; while at New York several changes have been made since Captain Drayton was assigned to duty as fleet captain of the West Gulf squadron; at present the office is in care of Captain Gansevoort.

At Philadelphia the duties are assigned to Commodore Hoff; and the management of the ordnance yard, together with the conduct of all experiments, and the very important duty of revising the "ordnance instructions," are confided to Lieutenant Commander Jeffers.

At Mound City, the reception and distribution of supplies is intrusted to Captain Stanley; and at New Orleans, as the depot of the West Gulf squadron, to Acting Master Starrett, an officer of great zeal and activity.

Finally, it is but just that the bureau should pay a passing tribute to the memory of a most valuable officer, Gunner John Clapham, recently deceased. For many years he continued to govern and manage the naval laboratory in this city with skill and success; and was most remarkable for the conscientious manner in which he discharged his dangerous and important duties. The bureau has lost a most efficient assistant, society an honorable and Christian member, and the country a loyal citizen and devoted servant.

SMALL ARMS.

These, on account of the limited number used in the navy, and the rather infrequent occasions for their employment in sea engagements, have usually been considered as secondary in importance to the great guns. This is perhaps natural, if the operations of single ships or squadrons were confined to battle on the high seas alone, ship against ship, or fleet against fleet. But in the peculiar warfare of the present rebellion, where the small-arm is constantly brought into play during boat expeditions, and the contingent co-operation of seamen and marines with the army, it rises in importance, and commands the attention quite

as much as that more ponderous and terrible exponent of national power, the cannon of battery.

Impressed with this view of a subject which forms so important a part of the economy of ordnance, the bureau has diligently pursued its inquiries in every direction for the purpose of obtaining an arm which would combine the several qualities of range, accuracy, and sufficient weight of ball, together with endurance, simplicity in use, and perfect adaptability to the varied circumstances under which it would be most likely to be brought into action. The difficulty in making a good selection, however, has not been found in the paucity of models, for these have been presented in almost every conceivable form that the ingenuity of inventors could design, each claiming certain extraordinary qualities for his plan over all others. The embarrassment, in fact, has arisen from this very multitude of designs.

I here allude, of course, to breech-loaders, and those of the lighter description, as the carbine or short rifle; for the muzzle-loading musket, whether smooth or rifled, is easily obtained, there being but the single question of calibre to be decided in making a choice for use on board ship; and we have now in service 10,000 muzzle-loading rifled muskets of the heavy calibre of sixty-nine hundredths of an inch, known as the Plymouth musket, besides a large number of army pattern, calibre fifty-eight hundredths of an inch. These, with a few smooth-bore army muskets and captured Enfield rifles, constitute the stock of muzzle-loaders.

The advantages of a muzzle-loading musket of heavy calibre, with sabre bayonet attached, are best experienced in army operations, provided they are used by veterans well drilled and accustomed to deliver their fire with precision. But for naval purposes it may well be questioned whether it is not better to abandon the muzzle-loader, with its paper cartridge and percussion cap, and substitute therefor some well-conditioned breech-loader, with a barrel of convenient length, and the metallic cartridge. This subject is now, in fact, engaging the attention of military men everywhere; and there are strong indications that the current of professional opinion is setting against the muzzle-loader with so much force as to threaten its removal entirely from, at least, a very large proportion of our regiments.

The points of advantage gained by the breech-loader are—

1. Facility of loading.
2. Certainty and rapidity of fire.
3. Lightness, and consequently less weight to be carried in marching.
4. Impossibility of multiplying the loads under any circumstances.

Assuming that the piece selected is made accurately in its different parts, and the ammunition fixed in metallic cartridges, the rim of the base enclosing the percussive fulminate, the first and second of these advantages are self-evident, while the third is of course governed by the calibre. The fourth is no less self-evident, for the cartridge of the breech-loader cannot be entered at the muzzle, only one can be placed at a time in the opening at the breech, and in the event of a failure to explode, generally the cartridge is withdrawn by the movement of cocking and opening the breech. Singularly enough, the lesson of one of the greatest battles of this war proves how immensely important this last-mentioned advantage of the breech-loader really is.

Upon the field of Gettysburg, after the battle, an immense number of muzzle-loading arms were picked up, both of our own and the rebel soldiery. Nearly all of these were found to be loaded, and this of itself is, perhaps, not to be wondered at; but the curious fact was discovered, that about one-half of the number loaded contained *two* loads each, one-fourth from *three* to *ten* loads, and the remainder one legitimate load; and in one or two instances as many as 32 and 42 bullets were found in the barrels! (See note B.)

There was excessively hard fighting where these guns were found, it is true;

but to what are we to attribute this most remarkable waste of effective strength on the battle-field? Certainly we are led to believe, while reflecting upon this extraordinary disclosure, that the calculations of Gassendi and Piobert, as to the number of cartridges required to kill one man in battle, are by no means erroneous; the former asserting that of 3,000 balls (fired) only one ever hit; the latter, that from 3,000 to 10,000 cartridges were usually expended in killing or wounding one man. But these calculations are, no doubt, based upon the number of cartridges actually fired; such a thing as repeatedly loading and never firing could not have been suspected by these high authorities while engaged in analyzing the results of modern wars. The discovery of this inherent and certainly mortifying defect in the simple use of the standard arm of infantry regiments has been left to the experience of a people celebrated for their skill in all the sciences and arts, and in none more so than that of war and its manifold details.

By reference to my last annual report, the department will see that this question of providing a suitable arm for naval purposes has been one of great concern to the bureau. Primarily, I have contemplated the use of a single calibre alone; and this idea, if practicable, will necessarily do away with the borrowed and captured arms now on hand; but the advantages gained will more than compensate for the seeming loss. I desired, also, to extend the system so as to include a belt-pistol for boarding purposes, because the revolver, in the hands of seamen, is a most useless and, generally speaking, dangerous thing. For these reasons, the matter has been constantly kept in view during the past year, and I am gratified in being able to say that my exertions in this direction bid fair to be crowned with success. For a carbine (short rifle) and a breech-loading pistol of the same design and calibre have recently been presented, which meet all the requirements of effective weapons for navy use more fully than any I have yet seen. They are about to be subjected to trial, and if the results are satisfactory, a proposition to adopt them as the exclusive small-arms of the naval service will be submitted for the consideration of the department. In these, only the metallic cartridge will be used; all the doubts as to its safety, economy, durability in transportation, and security from dampness, having long ago been settled and removed by the tests of actual service. Indeed, the day appears to be not far distant when no other kind will ever be used; for the readiness with which the breech-loader is charged with these cartridges, even while the soldier is advancing, enables him to keep his eye fixed upon the objects of fire, let them change ever so rapidly in distance or direction; while to the sailor, either aloft, on deck, or in the casual requirements of action, in boats approaching the beach, or moving between the banks of hostile streams, the advantages of this detail are inestimable. For instance, taking the last-mentioned contingency as an example he has nothing to do, in the event of discovering an enemy on either side, than to trail or throw his oar athwartships, fire, reload, and resume his oar or continue his fire without rising or moving from his seat.

GUNNERY SHIP.

Again the bureau respectfully but earnestly recommends to the consideration of the department and of Congress the absolute necessity of providing at once for the establishment and maintenance of a thoroughly organized gunnery ship—an institution specially and wholly set apart for the training of officers and men in gunnery and all its details. The necessity of this measure is so well understood and appreciated by the service at large, that it needs no further special recommendations than are contained in my last annual report. No matter how perfect may be our preparations, or how elaborate and precise the methods we pursue in arming and equipping our naval batteries, after all we

must depend in the hour of battle almost entirely upon the individual intelligence of the captains of guns. Hence a school of practice is needed, in which these men may be thoroughly and efficiently drilled and qualified for the important duties of seamen gunners. *Well enough*, as demonstrated by the results of naval operations during the existing rebellion, is a good motto; but *better still*, is a far more cheering and welcome inscription to be written upon the battle-flags of the future.

The text-books, the teachers, the implements of science, the examples of the present and the histories of the past, are all at hand, and available for the foundation and continuance of a system of education for our seamen, which will result in incalculable benefit to the country; and it only requires the enlightened legislation of Congress to give life and certainty to its organization. I do not pretend to give the details here, but only urge the initiatory appropriation.

To counterbalance as far as possible the want of some such school of practice, the bureau has endeavored to make the Ordnance Instructions for the navy as comprehensive, and at the same time as simple in their details, as the manifest wants of the service indicated; and this more especially in the exercise of the great guns, with its concomitant system of supplies of powder, shells, and shot. Submitted to the navy in a revised and extended form during the past year, as containing all the instructions deemed necessary to prepare for and engage in battle, the bureau awaited with much anxiety the result of the first general action, in order to know how much dependence could be placed upon the rules laid down in this most important text-book.

Therefore, immediately after the affair in Mobile bay, the bureau addressed a letter to Rear-Admiral Farragut on the subject, requesting him to direct the commanders of the ships engaged to report "the result of the firing, and to state, freely and fully, whether they discovered anything in the service of the guns, magazines, shell-rooms, or in the projectiles used, which was in the slightest degree imperfect or requiring modifications."

The answers of the gallant men who participated in this most remarkable of all naval achievements are now before me; and it is with no little pride and gratification that I place upon the record of this official report the following extracts:

In the opening paragraph of his reply, Captain Drayton, fleet captain and commanding the *Hartford*, says: "I beg to state that, after careful inquiry, I can discover few things which would be improved by a change, and those few were not particularly brought out on that day," (5th August.) He then calls the attention to several minor matters of detail requiring modification—all of which, emanating from such a source, will be attended to—and closes his paper with the following sentences: "In conclusion, I beg to say that, during the fight of the 5th August, ammunition was supplied in sufficient quantities without the least difficulty, and that there was not one instant's delay in the firing from any cause connected with faulty materials, or confusion anywhere; from which it may be inferred that both drill and ordnance appliances and supplies are all-sufficient for every exigency."

Captain Jenkins, of the *Richmond*, after stating the number of each kind of projectiles used on board his ship "in the actions with Fort Morgan and its out-lying batteries, and with the late rebel iron-clad steamer *Tennessee*, on the morning and forenoon of August 5, 1864," says: "The heavy concentrated fire into this fort and batteries from the three leading ships (*Brooklyn*, *Hartford*, and *Richmond*) prevented the arrival at any correct opinion as to the effect of particular projectiles or guns. The general result, however, was the early abandonment by the enemy of his guns. The men stationed at the light-house and water batteries were plainly seen leaving their stations for cover soon after the three leading ships opened; and for a period of ten or fifteen minutes, while

this ship was lying close under the light-house and water batteries, not a shot was fired at us, as far as could be discovered.

"The howitzers in the tops, from their elevated positions and proximity to the open batteries, did most effective service, so long as there were any men in the enemy's batteries."

In speaking more particularly of the bombardment of Fort Morgan, in which the firing was confined, by order, to the three rifled guns, he describes the firing as being "generally good and effective." He also remarks that "the navy and Bormann fuzes used in both actions seldom failed, so far as was observed;" and concludes by saying, "this ship, having been in commission for the whole of the four years last past, and for more than a year of that time, previous to the attack on Mobile, under my command, with the able assistance of the executive officer, Lieutenant Commander Edward Terry, all the necessary and practical appliances for facilitating while in action, and insuring a rapid and ample supply of powder and projectiles, had been introduced and practiced on board long prior to the action of the 5th of August." The result of which was that the Richmond fired on that day two hundred projectiles from her several guns in "a period of from twenty-five to forty minutes"—say five rounds per minute.

Commander Strong, of the Monongahela, writes, "that nothing in the service of the guns, magazines, or shell-rooms was imperfect. The effect of the firing while passing the forts could not be ascertained, as several ships were firing at the same time."

Lieutenant Commander Perkins bears testimony in his reply, that on board the iron-clad Chickasaw he discovered "*nothing* in the service of the guns, magazines, shell-rooms, or in the projectiles used, which was imperfect."

Lieutenant Commander Jouett, of the Metacomet, is equally explicit. He states that "everything worked in the most satisfactory manner; though working and fighting both sides, the magazines, shell-rooms, and shell-whips kept the guns more than supplied." And Lieutenant Commander Gherardi, of the Port Royal, makes the following brief and emphatic reply:

"I have the honor to inform you that during the engagement of the 5th August, everything worked admirably in the service of the guns, magazines, shell-rooms, and projectiles used."

In the report of Captain Marchand, commanding the Lackawana, are some valuable suggestions relating to the service of the magazines, and to the difficulty, which seems insuperable, with the elevating screws of the Parrott guns. He says, however, that "the result of the firing, so far as visible, appeared to be good," the projectiles from all the guns except one, a 50-pounder rifle, exploding or striking as well as could be expected. Also, that "the XI-inch and IX-inch solid shot and shells were unexceptionable on the same occasion."

Finally, as a relief to the regret felt in reading the statements in some of these replies of the inadequacy of the XI-inch, IX-inch, and the heavy rifled shot to penetrate the armor of the rebel ram Tennessee, we have the report of Commander Nicholson, of the Manhattan, in which he says:

"I am satisfied that most if not all the serious damage she (the rebel ram) has sustained was caused by the XV-inch shot from this vessel."

There can be no doubt that her fire compelled the Tennessee's surrender, and perhaps saved the entire fleet of wooden ships from destruction, thus again vindicating the judgment which added this peculiar class of vessels to our navy list, and placed on board of them the powerful guns with which they are armed.

From the testimony here presented, it may safely be assumed that the "Ordnance Instructions," up to the present time, are nearly perfect in all that relates to the preparation of vessels-of-war for battle, to the duties of officers and men at quarters, to the equipment and manœuvre of armed boats, and to the details of ordnance and ordnance stores. Nothing is, therefore, needed to give additional excellence and both physical and moral power to the "right arm of our national

defence," except a proper school in which the lessons of this text-book may be impressed upon the minds of officers and men, and prepare them to pass through the fiery ordeal of battle. In no other way can this be so effectually accomplished as by establishing a gunnery ship as a component part of our navy, to the discipline and instructions of which those of the Naval Academy shall strictly conform.

MAGAZINES AND DEPOTS OF NITRE.

In again presenting this important subject for your consideration, I feel that I can do no better than to reproduce here the arguments presented last year in support of my recommendation to remove the present magazines to more secure localities. Nothing whatever has since taken place to cause a change of my opinions; on the contrary, not very long ago an accident occurred in Brooklyn, New York, which has confirmed them. I allude to the explosion of a storehouse containing nitre and sulphur, (gunpowder, minus only charcoal,) which caused great damage to surrounding property and some loss of life.

In speaking of this subject last year I held the following language: "The proximity of these great magazines to the sea-coast and to the cities near which they are respectively located, especially those at Portsmouth, Boston, and New York, is a subject worthy of the most serious consideration.

"To the recommendation made by Rear-Admiral Dahlgren in his report of last year, in treating of this matter, I now desire to add that the danger of accidental explosion, always possible, even when guarded against by the utmost human foresight, is now greatly increased by the necessity of entering the magazines daily in order to receive, deliver, and prepare powder for service.

"In times of peace, although danger still existed, the chances of disaster were very much reduced, because the magazines contained moderate quantities, and were only required to be opened and work performed in them to supply occasionally the wants of a cruiser. Now the demand for powder and magazine stores is unceasing, and the chances of disaster are multiplied proportionally.

"Fully aware of the great responsibility which rests upon the bureau to do everything in its power to protect this species of public property from loss, and at the same time to guard the lives and estates of our citizens from destruction, I desire most earnestly to recommend to the consideration of the department and Congress the necessity of removing, as soon as possible, these large quantities of powder from their present localities, and of establishing depots at the north, east, west, and interior, placing them, however, near our principal railways and watercourses.

"Whenever the necessary appropriation for this object shall have been made, the bureau will be ready, with the information and data now in its possession, to proceed immediately with the erection of suitable buildings and the removal thereto of these terrible agents, which are passive and harmless enough when undisturbed, but inconceivably destructive when aroused.

"The importance of this subject will be sufficiently felt by reflecting on the terrific consequences of the explosion of five hundred tons of gunpowder in the vicinity of a city like Boston, New York, or Philadelphia. Words can hardly do justice to the disastrous effects of such an event. It would level spire and dome with the earth, and shake either of those cities to their very foundations. By an explosion of a far less quantity of powder than that named, an entire quarter of the city of Leyden was destroyed in 1807, and one hundred and fifty persons perished in the ruins."

I respectfully reiterate these words of caution from the report of last year, and solicit for them the favorable consideration of the department and Congress. See note D.)

THE ESTIMATES.

These are based upon the experience of the past, and, fully convinced of the necessities which call for each of the separate items, I respectfully submit them as the least possible amount to which they can be reduced without crippling our energies. Again would I remark that we must not pause in the work of preparation for the future, or fail to make ample provision for all emergencies. Profiting by the lessons of adversity, we must not permit ourselves to be again embarrassed by a neglect of proper precautions.

In the foregoing pages I have endeavored to fulfil the duty assumed in the opening paragraphs. Many ideas and suggestions are unavoidably omitted, because the limits of a report of this kind do not permit of too great an extension. The facts presented, however, are believed to be of most importance, and deserve careful consideration. I may be permitted also to revert here to the remarks made in the beginning, in reference to the system of obtaining naval supplies in general, but more particularly those of ordnance, and to say that I have long been convinced that serious defects existed therein.

The frauds that have been brought to light during the past year have made these defects more apparent, and I have made every exertion on my part, and exercised constant vigilance to guard against them, establishing new rules to govern the inspection and receipt of stores, as well as a careful scrutiny of prices.

The proper use of all the material received at the different yards, to be worked up into equipments, is found to be a question of no less difficulty and importance. Materials to the value of millions of dollars are necessarily placed in the hands of the mechanics and others employed, to be worked up into ordnance stores, and it is highly important that these materials should be so issued and accounted for as to make the detection of waste or fraud most certain.

Hence the bureau requires a most accurate and comprehensive return of stewardship in this respect to be forwarded to it monthly and quarterly from all the yards, and to render the whole system of ordnance accounts on shore and on board ship as complete as possible, I have recently caused a close and searching examination to be made at all the yards of the manner in which this duty is performed, with the view of adopting a uniform plan for the whole service.

In these labors the ordnance officers have co-operated with zeal, especially Commodore Missroon, whose method, precision, and large experience in such matters have proved invaluable to the bureau.

In conclusion, I am again called upon to acknowledge the assistance always cheerfully and courteously rendered to us by the ordnance bureau of the army, in the matter of supplies and valuable information; and this I have reciprocated to the full extent of my power, regarding a cordial co-operation of the two arms of the service, in the cause of our common country, as at once the most incumbent duty and the highest pleasure.

I have the honor to be, with high respect, your obedient servant,

H. A. WISE, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

NOTE A.—As a general summary of the results obtained in practice against iron targets, it may be stated that the X-inch gun is capable of piercing four and a half ($4\frac{1}{2}$) inches of the best iron plating, backed by twenty (20) inches of solid oak.

That the new X-inch solid-shot gun will penetrate any iron-clad of which we have, at present, any information.

And in the target experiments the XV-inch gun has broken up and shattered plates exceeding in thickness anything hitherto proposed as defensive armors.

NOTE B.—The official report of the examination of the arms collected upon the battle-field of Gettysburg states that “of the whole number received, (27,574,) we found at least 24,000 of these loaded; about one-half of these contained two loads each, one-fourth from three to ten loads each, and the balance one load each. In many of these guns from two to six balls have been found, with only one charge of powder. In some the balls have been found at the bottom of the bore, with the charge of powder on top of the ball. In some as many as six paper regulation calibre .58 cartridges have been found, the cartridges having been put in the guns without being torn or broken. Twenty-three loads were found in one Springfield rifle-musket, each load in regular order. Twenty-two balls and sixty-two buckshot, with a corresponding quantity of powder, all mixed up together, were found in one percussion smooth-bore musket. In many of the smooth-bore guns, model of 1842, of rebel make, we have found a wad of loose paper between the powder and ball, and another wad of the same kind on top of the ball, the ball having been put into the gun naked. About six thousand of the arms were found loaded with Johnson & Dow’s cartridges; many of these cartridges were about half-way down in the barrels of the guns, and in many cases the ball end of the cartridge had been put into the gun first. These cartridges were found mostly in the Enfield rifle musket.”

NOTE C.—A few rounds were fired on the 26th of October, 1864, from the army XX-inch gun, mounted at Fort Hamilton, with charges of powder varying from 50 to 125 pounds, and solid shot of 1,080 pounds. As this firing was merely preliminary to a more extended series for range and penetration, no opinion can be formed from it of the absolute power and efficiency of this enormous piece of ordnance; but enough was seen to warrant the belief that it, as well as the gun of the same calibre made for the navy, will fully meet the expectations of the government as most effective means of harbor defence.

NOTE D.—The remarks in relation to the removal of the powder magazines from the vicinity of our large cities to more secluded localities had been written and this report nearly closed, when, as an additional and impressive warning, came the tidings of the catastrophe at Erith, England.

On Saturday, October 1, 1864, an explosion of one hundred and fifty thousand pounds of gunpowder occurred there, from some cause unknown, the sound of which was heard at a distance of *over ninety miles*. Fortunately but twelve persons were killed and about twenty wounded; but the public prints give startling accounts of the terrible power of this exploding mass of powder. These it is unnecessary to cite here in detail, but I may refer to the single fact of the damage done to the river embankment, which at one time threatened with inundation an immense tract of country, extending from Gravesend to Battersea, on the Thames.

This occurrence is well worthy of the most serious thought, and from the English journals we learn that the local authorities at Chatham have been aroused to the importance of the subject; for meetings have been held by them with the view of effecting the removal of at least a portion of the large deposits of powder stored in the government magazines at Upnor Castle, Fort Amherst, and other places.

The quantity of powder exploded at Erith was only about sixty-seven tons. If it had been five hundred tons—the capacity of one of our large magazines—who can imagine the disastrous consequences?

No. 5.

Estimate of appropriations under the cognizance of the Bureau of Ordnance, Navy Department, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.
For pay and contingent expenses of the bureau, (A) . . .	\$21, 196 00
For pay of the navy, (B)	63, 375 00
For ordnance, ordnance stores, and other ordnance purposes, (C)	8, 300, 000 00
For ordnance buildings, magazines, &c., (D,) at	
Portsmouth	141, 615 00
Boston	16, 378 00
New York	439, 000 00
Philadelphia	97, 210 00
Washington	97, 000 00
Norfolk	10, 000 00
Mare island	86, 412 00
For pay of photographer, (E)	300 00
For pay of clerks and others in ordnance departments of navy yards, (F)	15, 180 00
	9, 287, 666 00

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, *October 18, 1864.*

A.

Estimate of the amount required for the support of the Bureau of Ordnance for the year ending June 30, 1866.

For salary of chief of bureau, per act of July 5, 1862, pamphlet ed. of Laws, sec. 2, page 510	\$3, 500 00
For salary of assistant, per act of July 5, 1862, pamphlet ed. of Laws, sec. 3, page 511	3, 000 00
For salary of chief clerk, per act of February 25, 1863, pamphlet ed. of Laws, sec. 2, page 695	1, 800 00
For salary of one third-class clerk, per act of July 2, 1864, pamphlet ed. of Laws, sec. 4, page 373	1, 600 00
For salaries of four second-class clerks and one draughtsman, at \$1,400 each, per act of July 5, 1862, sec. 3, page 511, pamphlet ed. of Laws, and act of February 25, 1863, sec. 2, page 69	7, 000 00

For salary of messenger, per acts of July 5, 1862, pamphlet ed. of Laws, sec. 3, p. 511, and June 25, 1864, sec. 3, p. 160...	\$1, 000 00
For salary of two laborers, per acts of July 5, 1862, pamphlet ed. of Laws, sec. 3, p. 511, and June 25, 1864, sec. 3, p. 160.	1, 296 00
	<u>19, 196 00</u>
Appropriated for year ending June 30, 1865.....	<u>\$17, 220 00</u>

CONTINGENT EXPENSES.

For stationery and miscellaneous items.....	\$2, 000 00
Appropriated for year ending June 30, 1865.....	<u>\$1, 000 00</u>

The estimate for the pay of the clerical force is the same as allowed by existing laws; but in view of the arduous and responsible duties performed by this force, and also in consideration of the great increase in the expenses of living, it is not a fair and just remuneration for the services performed. The bureau, therefore, asks, as a simple act of justice, that the above amount be increased thirty (30) per cent. This amount added would make the whole appropriation for the support of the bureau as follows:

Amount above estimated for, being the amount now allowed by law.....	\$19, 196 00
Thirty (30) per cent. added to pay of clerks and draughtsman...	3, 120 00
Making total amount which should be appropriated.....	<u>22, 316 00</u>

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, *October 18, 1864.*

B.

Estimate of pay required for officers proposed to be employed on ordnance duty, for the year ending June 30, 1866.

For inspectors of ordnance at foundries:	
Two commodores.....	\$6, 400
Two commanders.....	4, 480
One lieutenant commander.....	1, 875
	<u>\$12, 755 00</u>

For inspectors of ordnance at navy yards:

PORTSMOUTH.

One captain.....	2, 800
One gunner.....	1, 000
	<u>3, 800 00</u>

BOSTON.

One commodore.....	3, 200
Two lieutenant commanders.....	3, 750
Four gunners.....	4, 000
	<u>10, 950 00</u>

NEW YORK.

One captain.....	\$2, 800	
Two commanders.....	4, 480	
Four gunners.....	4, 000	
		\$11, 280 00

PHILADELPHIA.

One commodore.....	3, 200	
One lieutenant commander.....	1, 875	
Two gunners.....	2, 000	
		7, 075 00

WASHINGTON.

One captain.....	2, 800	
One lieutenant commander.....	1, 875	
Two gunners.....	2, 000	
		6, 675 00

MARE ISLAND.

One captain.....	2, 800	
One gunner.....	1, 000	
		3, 800 00

NAVAL STATION, BALTIMORE.

One commander.....	2, 240	
One gunner.....	1, 000	
		3, 240 00

MOUND CITY.

One captain.....	2, 800	
One gunner.....	1, 000	
		3, 800 00

63, 375 00

Appropriated for year ending June 30, 1865..... \$42, 885 00

Gunners, included above, were formerly estimated for by Bureau of Yards and Docks, which accounts for the difference between the present estimate and the appropriation of last year.

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, October 18, 1864.

C.

Estimate of the amounts that will be required for ordnance and ordnance stores for labor and for contingent, for the year ending June 30, 1866.

1. For heavy cannon of all descriptions, field and boat howitzers, gun-carriages, shot, shell, magazine, and laboratory stores, and equipments of all kinds.....	\$4,200,000
2. For cannon and musket powder.....	750,000
3. For the purchase of nitre.....	1,000,000
4. For small-arms, equipments, and ammunition.....	400,000

5. For labor at navy yards, besides that included above in cost of articles.....	\$1,100,000
6. For freight, transportation, books, inspecting instruments, watchmen, assistance in fabrication and inspection of guns, and contingent expenses of all kinds, including two powder tugs.	400,000
7. For fuel for ordnance foundry shops, and four ordnance steamers.....	50,000
8. For experimental purposes in ordnance.....	250,000
9. For ordnance purposes not above enumerated.....	150,000
	8,300,000
Appropriated for year ending June 30, 1865.....	\$8,300,000

In this estimate (C) the same amounts are asked for as were appropriated for the same objects last year, and it is the lowest estimate that can be safely made.

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, October 18, 1864.

D.

Estimate of the amounts that will be required for ordnance buildings and magazines, additions and repairs thereto, and for machinery, tools, &c., required in the same.

PORTSMOUTH.

For metal store and pattern loft.....	\$84,190
For quarters for inspector of ordnance.....	10,000
For shot beds.....	11,100
For quay walls.....	11,825
For boiler, boiler-room, and machinery.....	8,500
For grading grounds.....	6,000
For repairs of all kinds.....	10,000
	141,615

BOSTON.

For repairs of magazine, shell-houses, wharf at Chelsea, and powder boat.....	\$4,500
For repairs of ordnance store, shell-houses, gun and shot park at the yard.....	853
For repairs of nitre depot at Malden.....	525
For tools for gun-carriage shop.....	500
For quarters for inspector of ordnance.....	10,000
	16,378

NEW YORK.

For ordnance machinery.....	\$40,000
For repairs of all kinds.....	15,000
For piling, filling in, and building crib-work, on cob dock, for gun-park.....	374,000
For quarters for inspector of ordnance.....	10,000
	439,000

PHILADELPHIA.

For two stone magazine buildings.....	\$15,696
For building for general ordnance purposes, including office, store-rooms, and workshops.....	71,514
For quarters for inspector of ordnance.....	10,000
	97,210

WASHINGTON.

For repairs to buildings in ordnance yard.....	\$10,000
For repairs to branch magazine.....	1,000
For cleaning and improving ordnance yard.....	10,000
For erecting temporary buildings.....	6,000
For additional ordnance machinery.....	10,000
For continuing work on new ordnance foundry.....	50,000
For quarters for inspector of ordnance.....	10,000
	97,000

NORFOLK.

For improvements and repairs of buildings at magazine, Fort Norfolk	\$10,000

MARE ISLAND.

For brick wall to enclose magazine grounds.....	\$29,926
For continuing shell-house and powder magazine at north end of yard.....	3,000
For building a second shell-house at magazine.....	13,803
For continuing preparations for gun-park.....	5,000
For tools and machines for ordnance shop.....	5,000
For commencing ordnance building.....	12,000
For repairs to building No. 70, occupied by ordnance.....	2,553
For repairs to magazine.....	2,000
For strengthening old wharf at magazine, and building new addition.....	13,130
	86,412

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, *October 18, 1864.*

E.

For pay of photographer for the fiscal year ending June 30, 1866..... \$300

This appropriation is the same as made last year.

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, *October* 18, 1864.

F.

Estimate of the amounts required for the pay of clerks and others proposed to be employed in the ordnance department of the navy yards for the year ending June 30, 1866.

PORTSMOUTH.

For salary of one clerk..... \$1, 200 00

BOSTON.

For salary of one clerk, (first)..... 1, 200 00

For salary of one clerk, (second)..... 1, 000 00

NEW YORK.

For salary of one clerk, (first)..... 1, 200 00

For salary of one clerk, (second)..... 1, 000 00

PHILADELPHIA.

For salary of one clerk..... 1, 200 00

WASHINGTON.

For salary of one clerk, (first)..... 1, 400 00

For salary of one clerk, (second)..... 1, 000 00

For salary of one draughtsman..... 1, 600 00

For salary of one skilful analytical chemist 2, 500 00

For salary of one assistant pyrotechnist..... 1, 400 00

For salary of one keeper of magazine..... 480 00

15, 180 00

The above salaried clerks are required for the proper performance of the duties in the ordnance department of the different yards. The ordnance stores and accounts were formerly kept in charge of the storekeeper, but are now entirely transferred to the ordnance officer. This change of system, and the vast increase in the labors of the ordnance departments, make it absolutely necessary that persons of ability and responsibility should be permanently attached to the ordnance offices, for the performance of the clerical and other duties connected therewith. The salaries are fixed at the very lowest amounts at which it is thought possible to secure competent persons.

The salary asked for the draughtsman is about the same as the pay now received by him.

The services of a skilful analytical chemist are greatly needed in the ordnance department of the navy. For the want of such a person, the department has frequently to resort to outside parties, and often suffers for the want of chemical analysis and information, which, if furnished, would be of great service to the government. Instead, therefore, of a pyrotechnist, which has been heretofore employed, the bureau asks for a skilled analytical chemist and an assistant pyrotechnist.

The keeper of magazine has heretofore been estimated for by the Bureau of Yards and Docks.

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, October 18, 1864.

G.

Statement of cost or estimated value of stores on hand at the several navy yards July 1, 1863; of articles received and expended from June 30, 1863, to June 30, 1864; and of those remaining on hand July 1, 1864, which are under the direction of the Bureau of Ordnance.

Navy yards.	On hand July 1, 1863.	Receipts.	Expenditures.	On hand July 1, 1864.
Portsmouth	\$353,740 20	\$495,850 69	\$459,941 58	\$389,649 31
Boston	926,121 67	2,051,880 57	1,807,389 59	1,170,612 65
New York	880,070 16	2,687,104 10	2,192,533 12	1,374,641 14
Philadelphia	328,066 89	722,034 97	548,216 07	491,884 79
Washington	272,482 00	1,088,519 00	681,868 00	679,133 00
Total	2,760,480 92	7,045,389 33	5,689,948 36	4,105,920 89

H. A. WISE, Chief of Bureau.

BUREAU OF ORDNANCE, October 18, 1864.

H.

Statement of the number of days' labor, and cost thereof, from July 1, 1863, to July 1, 1864, at the respective navy yards, chargeable to the Bureau of Ordnance.

Navy yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth	56,598	\$117,616 61	\$2 08
Boston	120,834	252,020 66	2 08
New York	84,558	173,016 84	2 04
Philadelphia	56,781	120,181 51	2 11
Washington	219,829	439,571 00	2 00
Total	538,600	1,102,406 62	2 05

H. A. WISE, Chief of Bureau.

BUREAU OF ORDNANCE, October 18, 1864.

No. 6.

REPORT OF THE CHIEF OF THE BUREAU OF CONSTRUCTION AND REPAIR OF THE NAVY DEPARTMENT, OCTOBER 17 1864.

Summary of the report of the chief of the Bureau of Construction, &c.

Statement of amounts required for work in progress and contemplated.

Remarks on the depreciation of vessels.

A supply of seasoned timber should be kept on hand.

Necessity for more building-slips.

Increase in the size of vessels.

Necessity for armored sea-going ships.

Naval constructors should form a separate organization in the navy.

List of vessels on which work has been done in the different navy yards.

NAVY DEPARTMENT,
Bureau of Construction, &c., October 17, 1864.

SIR: In compliance with your instructions, I have the honor herewith to enclose the estimates of the appropriations necessary for the purposes of this bureau for the fiscal year ending 30th June, 1866.

The estimate for the maintenance and repair of 556 vessels for the present fiscal year was \$13,775,000; which was reduced by Congress to the sum of \$11,500,000.

There are, at this time, on the navy list 675 vessels; and considering the appropriation made by Congress for the present fiscal year as the least that will suffice for the number of vessels therein designated, the sum of \$13,960,000 is necessary for the next fiscal year without any allowance for depreciation.

The depreciation of vessels in constant service is rapid; and on these 675 vessels it cannot be less than \$1,000,000, and to keep them efficient the total sum required is \$14,960,000.

The appropriation for the present fiscal year for the Bureau of Steam Engineering embraced a sum sufficient for the construction of the machinery of twenty fast steamers of the first class, and contracts have been made accordingly; but the estimate from this bureau embraced only sixteen vessels for this machinery, for the reason that not more than that number could be advantageously commenced within the fiscal year.

It now becomes necessary to provide the four remaining vessels, which the department is under obligation to supply to the contractors for the steam machinery.

It has, on mature consideration, been decided that two of these vessels be, in the space occupied by the guns, covered with a thin iron armor to resist shells, but not of sufficient weight to interfere with the nautical qualities of the vessels; and for these four vessels it is estimated the sum of \$2,240,000 will be required.

In addition to these sixteen vessels, the department has made arrangements for the machinery for two fast spar-deck steamers to mount sixteen heavy guns, and there will be required for them \$1,180,000.

The machine shops in the navy yards being now in a condition to manufacture steam machinery with much advantage, it is proposed, in order to meet one of the wants of the service, to build eight fast vessels of a small class, in which the machinery now being constructed in the navy yards will be erected. For this purpose the sum of \$1,600,000 is required.

Experience having shown very nearly the kind of vessels best adapted for service on the western waters, and, where they are so liable to get aground, the wood vessel probably possessing the greater power of endurance, it is recommended that a few such vessels be built, to be properly protected with iron; for which it is estimated the sum of \$1,600,000 will be required.

For the completion of the four iron-clad vessels now building in the navy yards, each mounting four fifteen-inch guns in turrets, the sum of \$1,100,000 will be required.

The necessity for chartering vessels for sudden emergencies is constantly arising; also, many of the prize vessels being, with some small alterations, well suited for naval purposes, are with advantage purchased. There will be required for these purposes the sum of \$1,250,000.

For extra labor and expense in repairing vessels abroad the sum of \$600,000 is required; but should the fleets abroad be increased, it is probable a larger sum will be needed.

For the transportation of stores and materials and for incidental expenses the sum of \$75,000 is required.

It is well understood, and ought to be kept in view, that an estimate for the repairs of ships in service, embracing an infinite number of different objects, cannot be made with anything like the exactness that is to be expected for permanent works on shore. It is impossible to foresee the condition in which the vessels may return to port in eighteen months or two years hence, and experience constantly shows that the cost of the repairs exceeds the estimate made after the most careful examination of the vessel.

The old vessels and the purchased vessels are in various stages of depreciation and decay, and all have been built and repaired as rapidly as possible, both by contract and in the navy yards, using green and unseasoned materials.

Could the new vessels have remained on the stocks for a year or eighteen months, their durability would have been much increased; but that could not be permitted by the necessities of the case, and in a year or two will be felt the full weight of this evil, for they will decay with great rapidity.

The demand for materials for the construction and repairs of the vessels of the navy for the past two or three years has absorbed all the supplies that were in the yards. The appropriations for years past have made no provision for supplies beyond the want of the then passing year, and there could be thus no accumulation of timber or other materials for future wants; neither do the estimates of the present year, nor those now presented, contemplate more than the actual pressing need.

There has been in this way an expenditure of a relatively small sum of money each year, having an appearance of economy, but in reality the government has suffered a positive loss in not having a supply of seasoned timber, nor a proper assortment on hand to prevent waste.

For many years no white oak timber was received for naval purposes that had not grown within a short distance of salt water, and that had not been cut at a particular season of the year; but latterly it has been found impracticable to adhere to these requirements, and timber has been used that has grown in all sections of the country and cut at any time. Our supply of southern yellow pine timber has been exhausted, and other kinds are being used to supply the deficiency, and among them the American larch or hackmatack from the State of Maine.

To meet this want of material it would require about \$1,000,000 per year for three or four years to accumulate a supply of timber, much of which would need protection in ventilated sheds. These sheds would become prominent features in a navy yard, but might not be ornamental. If space would admit of these sheds being laid north and south, so that the sun might shine alternately

on both sides, this simple arrangement would materially contribute to the proper seasoning of the timber.

It is taken for granted that the United States must for the future be a great naval power, and maintain powerful fleets, for which preparations must be made, and the navy yards must become in reality workshops and manufactories, mainly for building and equipping ships and their steam machinery. The space now occupied as gun parks, and for the storage of provisions, will be needed for timber-sheds, work-shops, machine-shops, and saw-mills, all of which should be convenient and near the ships; and the provision stores should be used for the numerous objects required in the equipment of vessels.

The experience of foreign nations has led them to remove these departments from the localities where the ships are built, and in which so much space is required to spread out timber that proper selections can be made.

The Navy Department having neither the materials nor the conveniences for building all the vessels wanted in the navy yards, has had recourse to private enterprise, but not in all cases with equal success.

The private builders have generally but small supplies of materials on hand, and are compelled to use green timber; and it is not to be expected that the same care will be taken in the selection of materials, or in accuracy of workmanship. There has been much competition for this work. The offer of the lowest responsible bidder has been made the standard of price, and the builders expect to make a profit from their business.

It is for the interest of the government to build its own vessels, as it can, by purchasing its materials in large quantities, obtain them on better terms than private parties buying small quantities, and the inspection can be more rigid. It is under no charge for rent, insurance, and taxes, that press heavily on private individuals, and that sum which would be the profit of a contractor could be expended in the excellence of the work and the quality of the material, rendering the ship more durable and efficient.

In general, workmen prefer employment from the government for the same reason that all large establishments have an advantage over small ones, there being more constant employment, and the greater subdivision of labor makes them more skilful in particular parts, so that a suitable position is assured for all, and they have, or should have, a certainty of prompt payment.

With proper regulations there is no doubt but the government could get as much labor for the pay as private parties can succeed in doing, and there can be no motive to use inferior materials or workmanship.

It is earnestly recommended that measures be taken to increase the facilities in navy yards by the construction of additional building-slips, and providing for the accommodation of materials of metal and of timber.

For many future years wood will be the required material for ordinary cruising vessels; but the largest classes of our iron-clad steamers, though they may be temporarily constructed of wood, must finally be built of iron, for the size and strength now needed for such vessels can only be obtained with that material.

With the introduction of steam, vessels of war have much increased in size, on account of the space as well as the weight of the machinery and coal to be carried; and now there is a still further increase demanded for the weight of armor plating. The speed which is required can only be obtained by making the vessel sharper, and increasing the steam power, both of which involve additional weight, and an increase in the size of the vessel. These can only be combined in vessels of very large size, and such vessels are so costly that only the most durable materials should be used.

For the protection of our coasts and harbors we are probably well prepared; but we have only three vessels that can pretend to cope with the sea-going iron-clad vessels of European nations, and these have not yet been tried. It is a

problem to be yet resolved, whether a large steam vessel with her deck a foot or two above water, and without sails, can be effective and use her guns as a cruising ship. Experience has shown that as ships increase in dimensions and weight, there must be a certain relative portion above the water—that is, the height of the guns from the water should be increased; but this may, to some extent, be modified by making sacrifices in some other qualities.

The accounts we have of the performances of the iron-clad European vessels, if to be relied on, show that the elevated position of their armor plating has not seriously affected the motion of the vessels, and some of them are represented as being easier than ordinary vessels. Their large dimensions have much influence in this; but our principal harbors do not permit us to have so great a draught of water as European vessels have, which is stated to be from twenty-six to twenty-seven feet.

Until such time as it becomes the policy of the government to build iron-armored vessels for sea service—and, whenever commenced, it will require some years to have them in sufficient number to keep an enemy from our coast—we must have recourse to plating wood vessels, of which the first cost may appear less, though it is certain to be more expensive in the end.

Unless we have armored sea-going ships we must give up the expectation of engaging our foes on the ocean, and must limit our operations to attacks on their commerce with fast and light-armored vessels.

From the delay we now experience in repairing our vessels, in consequence of our limited number of dry-docks, we would, in a foreign war, be much embarrassed. The accidents now are slight, and can be quickly repaired; but the injuries from a naval action would require a long time to repair, and the single dock in each yard would soon be filled. This subject seems to be one for timely consideration.

In connexion with the subject of building ships in the navy yards, it may not be improper to refer to the naval constructors, who are the principal agents of this bureau in the navy yards. These persons have performed their duties with great skill and industry, showing ability fully equal to the occasion, and have, by many years of faithful service, earned a respectable connexion with the naval service. This has long been accorded to surgeons, paymasters, and steam engineers. These constructors are few in number—only nine—and can only look to the department for a proper recommendation in their behalf. The true interest of the service is believed to be involved in their having a separate and creditable organization.

All the sciences that have application to naval matters have between them certain necessary relations, and there is a common fund of theoretical knowledge which the naval officer, the steam-engine builder, and the ship-builder, equally possess. But in the daily practical application of these general principles which they are called on to make, there are numerous essential differences forming each into a separate class. If any members of these separate professions should temporarily undertake to perform the duties of the others, they must necessarily, for want of practice, be less capable than those who have made that particular subject the special study and business of their lives; and if they continue at such duty, they cease to be members of their original profession, and must become very inefficient members of either.

There is no naval power in which all the branches are not made a specialty and kept separate; and in private life we find the same principle of action.

The accompanying list of vessels on which work has been done at the several navy yards will show the work these persons have done within the last twelve months.

In closing this report, I deem it but just to the clerks employed in this bu-

reau to urge in their behalf, in consequence of the past and present high prices, a recommendation for an increase in their compensation.

I have the honor to be, very respectfully, your obedient servant,

JOHN LENTHALL, *Chief of Bureau.*

Hon. GIDEON WELLES,

Secretary of the Navy.

List of vessels upon which work has been done, during the past year, at the navy yard, Portsmouth, N. H.

Nipsic.	Passaconaway.	Minnetonka.	Merrimack.
Shawmut.	Agamenticus.	Colorado.	De Soto.
New Hampshire.	Franklin.	Alabama.	Tioga.
Portfire.	Contoocook.	Dacotah.	Vandalia.
Bluelight.	Piscataqua.	San Jacinto.	Beauregard.
Agawam.	Illinois.	Albatross.	Roebuck.

List of vessels upon which work has been done, during the past year, at the navy yard, Charlestown, Mass.

Sacramento.	Virginia.	Sea-Foam.	Blue Light.
Marion.	Pompanoosuc.	Nightingale.	O. H. Lee.
Niagara.	Quinsigamond.	Henry Janes.	Phlox.
Sabine.	Manitou.	Orvetta.	Connecticut.
Pequot.	Guerriere.	Belle.	Casco.
Ammonoosuc.	Kewayden.	Union.	Little Ada.
Monadnock.	Brooklyn.	Glide.	Paul Jones.
Ticonderoga.	Dacotah.	John Griffiths.	Iuka.
Ohio.	Mahaska.	Dumbarton.	
Saco.	Relief.	Tristram Shandy.	

List of vessels upon which work has been done, during the past year, at the navy yard, Brooklyn, New York.

Algonquin.	Augusta.	Grand Gulf.	Narcissus.
Dacotah.	Alabama.	Galatea.	Nereus.
Hartford.	Aries.	George Mangham.	Oleander.
Iroquois.	Arkansas.	Gettysburg.	Otsego.
Juniata.	Althea.	Glide.	Onondaga.
Kalamazoo.	Admiral.	Gemsbok.	Osceola.
Minnesota.	Ascutney.	Horace Beals.	Paul Jones.
Mohican.	Aphrodite.	Honduras.	Pembina.
Maumee.	A. D. Vance.	Home.	Pursuit.
Mackinaw.	Augustus Dinsmore.	Hydrangea.	Penobscot.
Miantinomah.	Bienville.	Honeysuckle.	Peterhoff.
Mercury.	Brooklyn.	Heliotrope.	Proteus.
Mahaska.	Banshee.	Ino.	Pink.
Merrimack.	Buckthorne.	Iris.	Pontoosuc.
Madawaska.	Bignomia.	Iuka.	Pontiac.
Masholu.	Connecticut.	Isonomia.	Picket boats 1, 2, 3, and 4.
North Carolina.	Courier.	Iasco.	Queen.
Nyaek.	Columbia.	Innis.	R. R. Cuyler.
Niagara.	Chenango.	J. N. Harcourt.	Rachel Seaman.
Perry.	Chickopee.	J. M. Martin.	

Peoria.	Commodore Read.	Juniper.	Rocket.
Pawtuxet.	Carnation.	Kennington.	Rose.
Pensacola.	Camillia.	Kalmia.	Seneca.
Quinnebaug.	Cowslip.	Lena Clinton.	Sweet Briar.
Richmond.	Cactus.	Luke Hoyt.	Snow Drop.
Roanoke.	Canonieus.	Lehigh.	Supply.
Sabine.	Clymatis.	Lupin.	Tecuunseh.
Savannah.	Dawn.	Mary Sandford.	Tritonia.
Shamrock.	Dumbarton.	Mohawk.	Tahoma.
Sebago.	Dan. Smith.	Mercedita.	Uncas.
Susquehanna.	Emma.	Magnolia.	Union.
Sonoma.	Eolus.	Montgomery.	Union (tug.)
Sassacus.	Flambeau.	Mattabesett.	Vanderbilt.
Shawmut.	Fahkee.	Mendota.	Virginia.
Ticonderoga.	Fort Jackson.	Metacomet.	Vicksburg.
Tallahoma.	Fargo.	Marblehead.	Verbena.
Tallapoosa.	Gertrude.	Manhattan.	Vixen.
Vermont.	Gov. Buckingham.	Mahopac.	Wimooski.
Wampanoag.	Glaucus.	Newbern.	
Wyalusing.	Geranium.	Neptune.	

List of vessels upon which work has been done, during the past year, at the navy yard, Philadelphia, Pennsylvania.

Kansas.	Sassacus.	Augusta Dinsmore.	Moccasin.
Tonawanda.	Galena.	James Adger.	Turixis.
Wachusett.	Keystone State.	Mingo.	Amaranthus.
Yantic.	Lodona.	Wyalusing.	Arethusa.
Powhatan.	Wamsutta.	Pontiac.	Donegal.
Tacony.	Itasca.	Cimerone.	Aster.
Neshaming.	Larkspur.	New Ironsides.	Mohawk.
Pocahontas.	Mount Vernon.	Saugus.	Sorrell.
Conemaugh.	State of Georgia.	Sarah Bruen.	Midnight.
Princeton.	Quaker City.	Lavender.	R. R. Cuyler.
Shackamaxon.	Monticello.	Huntsville.	Western Metropolis.
Juniata.	Massachusetts.	Nantucket.	Berberry.
Ticonderoga.	Bermuda.	Pursuit.	Anemone.
Saratoga.	Jonquil.	Glaucus.	Scioto.
Shenandoah.	Mercedita.	Chippewa.	Shark.
Iroquois.	Chocura.	Laburnum.	Patapsco.
Pushmataha.	Atlanta.	Gladiolus.	James S. Chambers.
Wyoming.	Clover.	Huron.	Neptune.
Swatara.	Poppy.	Tugs (1 to 6.)	Lillian.
Kanawha.	Wateree.	Unadilla.	
San Jacinto.	Sangamon.	Catalpa.	

List of vessels upon which work has been done, during the past year, at the navy yard, Washington, D. C.

Baltimore.	Primrose.	Wateree.	Tigress.
King Philip.	Anacostia.	Mattabessett.	Bibb.
Mount Washington.	Dragon.	Ascutney.	Sangamon.
Resolute.	Cœur de Leon.	Teaser.	Tacony.
Yankee.	Freeborn.	Don.	Itasca.
Eureka.	Currituck.	George Mangham.	Sassacus.
Tulip.	Reliance.	Matthew Vasser.	Seymour.

Fuchsia.	Shawsheen.	Adolph Hугee.	Harvest Moon.
Ella.	Verbena.	Sophronia.	Mahaska.
Wyandank.	Juniper.	William Bacon.	Mackinaw.
Jacob Bell.	Emerald.	Wayanda.	Pontiac.
Western World.	Robert Leslie.	Northerner.	Roanoke.
Commodore Reed.	Eutaw.	William H. Seward.	Minnesota.

List of vessels upon which work has been done, during the past year, at the navy yard, Norfolk, Virginia.

Alert.	General Putnam.	Phelps.	Mackinaw.
Aster.	Grand Gulf.	Quaker City.	Pequot.
Augusta.	Glance.	Rose.	Roanoke.
Althea.	Glaucus.	Roman.	Sassacus.
Amaranthus.	Howquah.	R. R. Cuyler.	Shenandoah.
Bazley.	Henry Brinker.	Samuel Rutan.	Tacony.
Belle.	Heliotrope.	Shockokon.	Ticonderoga.
Ben. Morgan.	Harcourt.	Shawsheen.	Canonicus.
Cohasset.	Hydrangea.	Stepping Stones.	Agawam.
Commodore Jones.	Keystone State.	Santiago de Cuba.	Eutaw.
Connecticut.	Lockwood.	Snowdrop.	Kineo.
Commodore Morris.	Lilac.	State of Georgia.	Sangamon.
Commodore Barney.	Luke Hoyt.	Tritonia.	Saugus.
Cambridge.	Mount Washington.	Violet.	Tecumseh.
Crusader.	Mount Vernon.	Vicksburg.	Onondaga.
Camilla.	Monticello.	Unit.	Osceola.
Cactus.	Mystic.	Wilderness.	Aries.
Commodore Perry.	Massachusetts.	Young America.	Atlanta.
Clyde.	Mercedita.	Young Rover.	Britannia.
Clinton.	Montgomery.	Zouave.	Banshee.
Daylight.	McMartin.	Brandywine.	Calypso.
Delaware.	Mendota.	Corwin.	Cherokee.
Fahkee.	Narcissus.	Iroquois.	Emma.
Florida.	Nereus.	Juniata.	Fort Donelson.
Fort Jackson.	Nansemond.	Kansas.	Gettysburg.
Governor Bucking-	Poppy.	Maratanza.	Malvern.
ham.	Pink.	Minnesota.	Tristram Shandy.

In addition to the foregoing vessels, others have been repaired at Baltimore and New York by private parties.

No. 1.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repair, for the fiscal year ending June 30, 1866, as per act of July 5, 1862, pamphlet form, section 3, page 511.

For salary of chief of bureau	\$3, 500
For salary of one chief clerk, (fourth class,)	1, 800
For salary of one draughtsman	1, 400
For salaries of five clerks, (second class,)	7, 000
For salary of one additional temporary clerk, (second class,) submitted	1, 400
For salary of one clerk, (first class,)	1, 200

For salary of one messenger.....	\$840	
For 20 per cent., as per act of June 25, 1864, (less excess over \$1,000).....	160	\$1,000
For salary of one laborer.....	600	
For 20 per cent., as per act of June 25, 1864	120	
		720
		18,020
Contingent expenses		1,000
		19,020

No. 2.

Estimate of the amount required for the construction, repair, wear and tear of vessels in commission, purchase and charter of vessels, armored vessels, and incidental expenses, for the fiscal year ending June 30, 1866.

Maintenance, wear and tear, repairs and stores, for 675 vessels..	\$14,960,000
For the completion of 4 fast steamers.....	2,240,000
For the construction of 2 fast spar-deck steamers.....	1,180,000
For the construction of 8 fast vessels of small class.....	1,600,000
For the construction of vessels on the western waters.....	1,600,000
For the completion of the 4 heavy armored iron-clads in navy yard	1,100,000
For the purchase and charter of vessels for naval purposes.....	1,250,000
For extra labor and expense abroad	600,000
	24,530,000
Incidental expenses, viz: transportation of materials, postage, drawings, &c.....	75,000
	24,605,000

No. 3.

Estimate of appropriations, under the cognizance of the Bureau of Construction and Repair of the Navy Department, required for the service of the fiscal year ending June 30, 1866.

Heads of appropriation.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimate of balances of appropriations unexpended on June 30, 1865, which may be applied to the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
1. Civil and contingent expenses of the bureau...	\$19,020		\$17,340
2. Maintenance, wear and tear, repairs, and stores for 675 vessels.....	14,960,000		
Repair and maintenance of vessels of the navy, labor, materials, and stores.....			11,500,000
3. Completion of four fast steamers.....	2,240,000		
Completion of 16 fast steam screw sloops-of-war.....			7,200,000
4. Construction of two fast spar-deck steamers...	1,180,000		
5. Construction of eight fast vessels of small class...	1,600,000		
6. Construction of vessels on the western waters...	1,600,000		
Purchase, construction, and repairs of vessels, material, and labor for western waters.....			4,000,000
7. Completion of four heavy armored iron-clads in navy yards.....	1,100,000		
Completion of armor-plated vessels.....			3,600,000
8. Purchase and charter of vessels for naval purposes.....	1,250,000		
Purchase and charter of vessels for naval and blockading purposes.....			3,000,000
9. Extra labor and expense abroad.....	600,000		600,000
10. Incidental expenses, viz, transportation of materials, postage, drawings, &c.....	75,000		75,000
Total.....	24,624,020		29,992,340

No. 4.

Statement of cost or estimated value of stores on hand at the several navy yards on July 1, 1863; of the receipts and expenditures during the fiscal year ending June 30, 1864; and of the stores on hand on June 30, 1864.

Yards.	On hand July 1, 1863.	Received.	Expended.	On hand June 30, 1864.
Portsmouth.....	\$768,994 12	\$784,626 81	\$642,528 00	\$911,092 93
Boston.....	1,267,830 45	935,950 00	1,023,391 59	1,180,388 86
New York.....	1,667,436 48	1,897,343 46	1,960,969 26	1,603,810 68
Philadelphia.....	578,042 26	711,408 13	508,202 72	781,247 67
Washington.....	582,391 11	947,281 56	1,097,733 48	431,939 19
Norfolk.....	10,870 93	103,208 87	32,932 08	81,147 72
Warrington.....	19,252 32	81,944 78	78,532 58	22,664 52

No. 5.

Statement of the number of days' labor, and its cost, from July 1, 1863, to June 30, 1864, for the respective navy yards for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Navy yards.	No. of days' labor.	Cost of labor.	Average per diem.
Kittery.....	341,017 $\frac{1}{4}$	\$731,514 79	\$2 14.5
Charlestown.....	163,778	319,725 83	1 95.2
Brooklyn.....	1,081,365 $\frac{1}{2}$	2,469,947 29	2 28.4
Philadelphia.....	95,001 $\frac{1}{2}$	158,044 44	1 66.3
Washington.....	64,519 $\frac{1}{2}$	146,340 41	2 26.8

No. 6.

KITTERY, MAINE.

Scale of offers to furnish timber and materials at the Kittery navy yard under the advertisement of the Bureau of Construction, &c., January 23, 1864.

Bidders.	Class No. 1.	Class No. 3.	Class No. 6.	Class No. 11.	Class No. 31.
	White oak logs.	White oak, promiscuous timber.	Yellow-pine plank stock logs.	White pine.	Tin and zinc.
Wesley Smith.....	39,600		80,000	17,375	
Lockwood & Collins.....					850
Trickey & Jewett.....	20,250†	27,050*	20,000	11,250*	
Wm. M. Shakespeare.....	23,400		19,600‡		
Matthias Ellis.....					725
Freeman Orne.....	20,700		28,000	12,750	
James Bigler.....	22,200			13,000	
Wm. A. Wheeler.....					850
Daniel S. Grice.....	20,250†				
George Adams.....					715
H. V. B. Barker.....	27,900	47,100	21,000	17,350	
S. G. Bogart.....	24,000			14,300	
George A. Hammond.....				11,740	
John H. Bailey.....					620*

* Accepted. † Decided by lot in favor of Trickey & Jewett. ‡ No contract made.

Opened in presence of—

JOHN LENTHALL,
A. B. FARWELL,
GEORGE WILLIAMSON SMITH.

NAVY DEPARTMENT, *Bureau of Construction and Repair*, February 22, 1864.

CHARLESTOWN, MASSACHUSETTS.

Scale of offers to furnish timber and materials at the Charlestown navy yard under the advertisement of the Bureau of Construction and Repair of January 23, 1864.

	Class No. 1.	No. 3.	No. 4.	No. 6.	No. 10.	No. 11.	No. 12.	No. 13.	No. 14.	No. 19.	No. 20.	No. 21.	No. 25.
Bidders.	White oak logs.	White oak promiscuous timber.	White oak plank.	Yellow pine plank stock logs.	White pine mast timber.	White pine logs, plank, and stage boards.	White pine deck and stage plank.	Ash logs and plank.	Ash oars.	White oak staves and headings.	Black spruce.	Locust treenails.	Iron.
Wesley Smith	\$130,000 00		\$36,000 00		\$6,884 00	\$13,730 00	\$7,525 00	\$4,800 00	\$600 00	\$2,100 00		\$13,000 00	
John A. Robinson	*60,000 00	\$11,250 00											
Edwin L. Brady													
Lockwood & Collins													
Trickey & Jewett	67,500 00	10,500 00	20,700 00	\$100,000 00	4,300 00	12,300 00	*5,150 00	2,300 00			\$2,900 00	*6,504 00	\$19,825 00
Wm. M. Shakespeare	74,000 00	13,200 00	22,200 00	194,000 00									26,500 00
L. W. Conner							7,000 00	3,000 00	500 00	2,060 00	4,025 00		
Matthias Ellis													
Smith Bros. & Co.													
Watson & Pettinger													
James Bigler	72,000 00		23,400 00		5,664 00	13,940 00	8,500 00	3,400 00	400 00	2,940 00	*2,575 00		23,612 50
Freeman Orne	68,000 00	10,500 00	*20,400 00	140,000 00	3,820 00			2,960 00					*18,865 00
Southard, Herbert & Co.					6,680 00	*12,200 00	6,000 00	*2,200 00	180 00			8,000 00	
Wm. A. Wheeler									400 00				30,175 00
Daniel S. Grice													
Mullet & Bradbury			21,300 00										
Fuller & Dana													
Edward Clark													
Bush & Mills					*3,768 00								19,951 25
Wm. E. Coffin & Co.										*1,770 00			
George Adams													22,645 00
Banker & Carpenter													
H. V. B. Baker													
Samuel Patterson	89,000 00	23,550 00	33,300 00	103,000 00	14,480 00	15,100 00	8,000 00	3,200 00	300 00	2,100 00		6,950 00	
George A. Hammond							5,500 00				2,825 00		
Winsor & Whitney					5,020 00				*160 00				

* Accepted.

† Decided by lot in favor of Trickey & Jewett.

‡ No contract made.

Scale of offers to furnish timber and materials at Charlestown navy yard, &c.—Continued.

[illegible]

* Accepted. † Decided by lot in favor of Trickey & Jewett. ‡ No contract made.

Opened in presence of—JOHN LENTHALL,
A. B. FARWELL,
GEORGE WILLIAM

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, February 22, 1864.

BROOKLYN.

Scale of offers to furnish timber and materials at the Brooklyn navy yard, under the advertisement of the Bureau of Construction and Repair of January 23, 1864.

Bidders.	Class No. 1.	Class No. 3.	Class No. 4.	Class No. 6.	Class No. 7.	Class No. 11.	Class No. 14.	Class No. 15.	Class No. 19.	Class No. 22.
	White oak logs.	White oak promiscuous timber.	White oak plank.	Yellow pine plank stock logs.	Yellow pine beams.	White pine.	Ash oars.	Hickory butts and bars.	White oak staves and headings.	Mahogany.
Wesley Smith	\$59,000 00		\$33,500 00	\$59,400 00	\$6,710 60	\$63,805 00			\$3,870 00	
C. H. Raymond										
John A. Robinson	*50,000 00	\$37,500 00	35,000 00		2,322 90	60,980 00	\$2,250 00			
Edwin L. Brady										
Lockwood & Collins	78,000 00	45,000 00	37,500 00	†50,400 00	4,903 90				*2,520 00	
William M. Shakespeare										
John L. Guischaud										
Joseph L. Savage										
Joseph W. Duryee						55,925 00				\$400 00
Watson & Pettinger						56,300 00				450 00
C. A. L. Blanchard	160,000 00	87,500 00	40,040 00			87,050 00	3,500 00	\$5750 00	5,120 00	1,125 00
James Bigler	59,000 00	44,500 00	56,600 00	180,000 00		57,740 00				
Freeman Orne	65,000 00	35,000 00	34,500 00	75,000 00	6,968 70	65,250 00	*2,000 00	800 00		*375 00
John Leary							5,000 00			
William A. Wheeler										
Peck & Church		37,375 00								
Reynolds, Pratt & Co.						63,335 00				
Daniel S. Grice	75,000 00	45,000 00	†31,500 00						3,315 00	
J. W. Finnu						60,840 00	2,187 50			
John J. Bingham										
William H. Shields						*53,560 00				
Ira Bower						65,385 00				
F. S. Bletz, (no guarantors)										
William Miller										
George Adams										
H. V. B. Barker	79,000 00	69,500 00	55,000 00	59,400 00	7,484 90	78,950 00	5,000 00	1,050 00	5,100 00	
Stephen G. Bogart		37,000 00					2,500 00	\$750 00	2,910 00	
N. H. Coverdale	60,000 00	*32,500 00	†31,500 00							
Banker & Carpenter										

* Accepted.

† Decided by lot in favor of N. H. Coverdale.

‡ No contract made.

§ Decided by lot in favor of Stephen G. Bogart.

PHILADELPHIA.

Scale of offers to furnish timber and materials at the Philadelphia navy yard, under the advertisement of the Bureau of Construction and Repair of January 23, 1864.

Bidders.	Class No. 10.	Class No. 12.	Class No. 18.	Class No. 20.	Class No. 21.	Class No. 25.	Class No. 26.	Class No. 27.	Class No. 30.	Class No. 31.
	White pine mast & spar timber.	White pine deck plank & stage plank.	Locust.	Black spruce.	Locust treenails.	Iron, round, flat, and square.	Steel.	Iron spikes.	Lead.	Zinc, tin, and solder.
Wesley Smith.....	\$2,316 00	\$1,890 00	\$9,960 00	\$1,335 00	\$24,000 00	\$25,075 00	\$452 00	\$2,415 00	\$4,300 00	\$5,000 00
C. H. Raymond.....									5,300 00	7,000 00
Lockwood & Collins.....										
William M. Shakespear.....			6,000 00							
John Leary.....										
L. W. Conner.....			8,000 00	†570 00						
Latham & Matthews.....										
Watson & Pettinger.....		2,550 00		1,050 00	24,000 00					
Freeman Orne.....	2,400 00	1,470 00	\$4,960 00		12,000 00	25,364 00	494 00	1,965 00	5,000 00	6,900 00
Grove & Ambruster.....								2,386 87	5,500 00	6,700 00
William F. Potts.....										
William A. Wheeler.....										
Joseph Daymore.....	1,500 00			645 00		25,044 50	475 00	3,650 00	5,300 00	6,500 00
Daniel S. Grice.....		†1,440 00				32,821 50	600 00			
Charles M. Ghiskey.....										
Matthew Van Dusen, jr.....		1,650 00	5,800 00		†10,800 00		513 00	3,230 00	5,350 00	
F. S. Dietz.....		†1,350 00	†4,730 00							
Edward Clark.....				750 00						
Paul J. Field.....	2,037 00									
George Adams.....										
S. G. Bogart.....	†1,200 00	2,100 00	6,200 00			122,395 88	508 25		4,662 50	6,200 00
Banker & Carpenter.....					24,000 00					6,300 00
Samuel Patterson.....										
J. H. Wainwright.....			\$4,960 00		11,976 00			†1,912 87		
John W. Simes & Sons*.....										

† Accepted.

† No guarantee with the bid when opened.

* Received after the bids were opened, February 23, 1864.

† Decided by lot in favor of Freeman Orne.

|| No contract made.

PHILADELPHIA.

Scale of offers to furnish timber and materials at the Philadelphia navy yard, &c.—Continued.

Bidders.	Class No. 33.	Class No. 34.	Class No. 36.	Class No. 37.	Class No. 38.	Class No. 39.	Class No. 40.	Class No. 41.	Class No. 45.	Class No. 47.	Class No. 48.
	Hardware.	Tools for stores.	White lead.	Zinc paints.	Colored p'ts, dryers, &c.	Varnish.	Linseed oil.	Glass.	Tallow, soap, and sweet oil.	Ship chandlery.	Ingot copper.
Wesley Smith.....											
C. H. Raymond.....			†\$2,415 00	\$150 00	\$2,014 00	\$680 00	\$3,440 00		†\$1,160 00	\$1,054 60	†\$21,750 00
Lockwood & Collins.....			3,320 00	187 50	1,977 00	800 00	3,800 00		1,200 00	1,139 30	25,000 00
William M. Shakespear.....											
John Leary.....											
L. W. Conner.....			3,105 00	*120 00	1,816 75	688 00	*3,160 00				
Latham & Matthews.....	*\$3,551 35	8,178 50									
Watson & Pittinger.....											
Freeman Orne.....			3,450 00	675 00	2,231 25	840 00	3,400 00				
Grove & Ambruster.....		*604 15	3,220 00	150 00	1,938 75	705 00	3,600 00	\$165 00	1,200 00	808 30	23,000 00
William F. Potts.....	3,687 36								1,280 00	703 86	24,906 25
William A. Wheeler.....											
Joseph Baymore.....	4,597 73	1,028 01						230 00	1,360 00	*695 60	25,000 00
Daniel S. Grice.....											
Charles M. Ghiskey.....											
Mathew Van Dusen, jr.....	4,093 32	806 10					3,500 00	200 00	1,200 00	754 42	25,000 00
F. S. Bletz.....											
Edward Clark.....											
Paul J. Field.....											
George Adams.....	5,445 40	778 50	3,450 00	178 12							
S. G. Bogart.....											
Banker & Carpenter.....						*415 00	3,780 00	*105 00	1,200 00		23,000 00
Samuel Patterson.....						420 00	3,340 00				
J. H. Wainwright.....			2,990 00	142 50	*1,715 50						
John W. Simes & Sons*.....											

* Received after the bids were opened, February 23, 1864.

† No contract made.

Opened in presence of—
JOHN LENTHALL.
A. B. FARWELL.
GEORGE WILLIAMSON SMITH.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, February 22, 1864.

WASHINGTON, D. C.

Scale of offers to furnish timber and materials at the Washington Navy Yard under the advertisement of the Bureau of Construction, &c., January 23, 1864.

No.	Bidders.	Class No. 19.	Class No. 30.	Class No. 33.	Class No. 39.	Class No. 41.
		White oak staves and headings.	Pig lead.	Hardware.	Spirits of wine, varnish, &c.	Glass.
1	Lockwood & Collins.....				\$425 00	\$300 00
2	Jos. L. Savage.....		†\$11,950 00	†\$230 00	†379 50	†147 50
3	L. W. Conner.....	*\$300 00				
4	John Leary.....				399 00	
5	Wm. A. Wheeler.....		20,000 00	374 00	555 00	175 00
6	Banker & Carpenter.....				443 50	

* Accepted.

† No contract made.

Opened in presence of—
JOHN LENTHALL.
A. B. FARWELL.
GEO. WILLIAMSON SMITH.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, February 22, 1864.

Schedule of materials required at the United States navy yard, Kittery, Maine, in 1864.

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 1, white oak logs.

30, 000 cubic feet white oak plank stock logs \$0 67½ per cubic foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 3, white oak promiscuous timber.

30, 000 cubic feet white oak curved timber \$0 90⅙ per cubic foot.

Of the following description, viz :

148 pieces, 15 feet long, to side 15 inches, to mould 14 inches, to curve 9 to 12 inches	per piece.
32 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 12 to 24 inches	per piece.
32 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 24 to 34 inches	per piece.
40 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 34 to 44 inches	per piece.
8 pieces, 22 feet long, to side 15 inches, to mould 19 inches, to curve 12 to 15 inches	per piece.
8 pieces, 20 feet long, to side 15 inches, to mould 19 inches, to curve 15 to 24 inches	per piece.
8 pieces, 18 feet long, to side 15 inches, to mould 19 inches, to curve 24 to 33 inches	per piece.
8 pieces, 16 feet long, to side 15 inches, to mould 19 inches, to curve 33 to 39 inches	per piece.
8 pieces, 14 feet long, to side 15 inches, to mould 19 inches, to curve 39 to 48 inches	per piece.
64 pieces, 12 to 15 feet long, to side 15 inches, to mould 19 inches, to curve 6 to 12 inches	per piece.
14 pieces, 14 feet long, to side 15 inches, to mould 17 inches, to curve 24 inches	per piece.
148 pieces, 14 feet long, to side 15 inches, to mould 17 inches, to curve 18 to 24 inches	per piece.
32 pieces, 13 feet long, to side 15 inches, to mould 17 inches, to curve 15 to 18 inches	per piece.
33 pieces, 12 feet long, to side 15 inches, to mould 17 inches, to curve 12 to 15 inches	per piece.
32 pieces, 11 feet long, to side 15 inches, to mould 17 inches, to curve 9 to 12 inches	per piece.
114 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 24 inches	per piece.
148 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 18 to 24 inches	per piece.
32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 15 to 18 inches	per piece.
32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 12 to 15 inches	per piece.
32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 9 to 12 inches	per piece.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 11, white pine.

10, 000 cubic feet white pine logs	\$0 35	per cubic foot
100, 000 feet, board measure, white pine deck plank, 6 inches thick, 11 inches wide, from 35 to 45 feet long	50 00	per M feet.
50, 000 feet, board measure, white pine deck plank, 3 inches thick, 11 inches wide, from 35 to 45 feet long	50 00	per M feet.
5, 000 feet, board measure, white pine plank, 4 inch, No. 1	50 00	per M feet.
To be delivered as required.		

JOHN H. BAILEY, Portsmouth, N. H. Date of contract, March 28, 1864.

Class No. 31, tin and zinc.

5, 000 pounds slab zinc	\$0 10 $\frac{7}{10}$	per pound.
5 boxes roofing tin	17 00	per box.
To be delivered as required.		

Schedule of materials required at the United States navy yard, Charlestown, Massachusetts, in 1864.

JOHN A. ROBINSON, Syracuse. Date of contract, March 24, 1864.

Class No. 1, white oak logs.

100, 000 cubic feet white oak plank stock logs	\$0 60	per cubic foot.
To be delivered as required.		

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 3, white oak promiscuous timber.

15, 000 cubic feet white oak curve timber	\$0 70	per cubic foot.
To be delivered as required.		

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 4, white oak plank.

100, 000 feet, board measure, 5-inch white oak plank	\$68 00	per M feet.
100, 000 feet, board measure, 4 $\frac{1}{2}$ -inch white oak plank	68 00	per M feet.
100, 000 feet, board measure, 4-inch white oak plank	68 00	per M feet.
To be delivered as required.		

EDWARD CLARK, Pittsfield, Mass. Date of contract, March 28, 1864.

Class No. 10, white pine mast timber.

8 white pine masts, 76 feet long, 24 inches diameter at one-third the length from the but, and diam- eter at the top end 20 inches	\$144 00	each.
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12 white pine masts, 72 feet long, 22 inches diameter at one-third the length from the but, and dia- meter at the top end 18 inches	\$110 00	each.
16 white pine masts, 65 feet long, 18 inches diameter at one-third the length from the but, and dia- meter at the top end 14 inches	81 00	each.
To be delivered as required.		

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 11, white pine logs, plank; and boards.

10, 000 feet, board measure, white pine plank, No. 2, from 4 to 6 inches	\$60 00	per M feet.
10, 000 feet, board measure, white pine boards, No. 2, from $1\frac{1}{4}$ to $3\frac{1}{2}$ inches	60 00	per M feet.
200, 000 feet, board measure, 1-inch white pine boards, No. 2	40 00	per M feet.
5, 000 cubic feet white pine logs	60	per cubic foot.
To be delivered as required.		

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 12, white pine deck and stage plank.

75, 000 feet white pine deck plank, $2\frac{1}{2}$ and 3 inches.	\$50 00	per M feet.
50, 000 feet white pine stage plank, 3 inches	28 00	per M feet.
To be delivered as required.		

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 13, ash logs and plank.

40, 000 feet, board measure, clear white ash plank and boards, $1\frac{1}{4}$ to 5 inches	\$55 00	per M feet.
To be delivered as required.		

WINSOR & WHITNEY, Boston. Date of contract, March 8, 1864.

Class No. 14, ash oars.

2, 000 feet white ash oars, from 12 to 18 feet long.	\$0 08	per foot.
To be delivered as required.		

BUSH & MILLS, Boston. Date of contract, March 8, 1864.

Class No. 19, white oak staves and headings.

7, 000 white oak staves, 56 inches	\$0 18	per piece.
2, 000 white oak staves, 44 inches	14	per piece.
1, 000 white oak staves, 34 inches	9	per piece.
1, 000 white oak headings, 32 inches	14	per piece.
To be delivered as required.		

WATSON & PETTINGER, New York. Date of contract, March 26, 1864.

Class No. 20, black spruce.

1, 500 inches black spruce spars, 5 to 10 inches diam- eter	\$0 70	per inch.
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75 pieces black spruce spars, 50 feet long, 11 inches diameter..... \$7 00 each.
 50 pieces black spruce spars, 50 to 65 feet in length, diameter from 12 to 20 inches..... 20 00 each.
 To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, March 26, 1864.

Class No. 21, locust treenails.

100,000 locust treenails, in length from 18 to 30 inches, and to work not less than $1\frac{1}{4}$ inch in diameter..... \$0 06 $\frac{1}{2}$ per piece.
 To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, March 31, 1864.

Class No. 25, iron.

150,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches..... \$0 05 $\frac{7}{10}$ per pound.
 30,000 pounds round iron, from $3\frac{1}{4}$ to 7 inches..... 05 $\frac{9}{10}$ per pound.
 150,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, and from $1\frac{1}{4}$ to 9 inches wide..... 05 $\frac{6}{10}$ per pound.
 500 pounds Russia sheet iron, Nos. 10 to 24..... 26 per pound.
 To be delivered as required.

W. E. COFFIN & Co., Boston. Date of contract, April 2, 1864.

Class No. 27, iron spikes.

50,000 pounds wrought iron spikes, from 3 to 10 inches long..... \$0 07 $\frac{7}{8}$ per pound.
 To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, March 31, 1864.

Class No. 28, iron nails, wrought and cut.

2,000 pounds wrought iron nails, from 6 to 20d..... \$0 07 $\frac{1}{2}$ per pound.
 500 pounds wrought iron boat nails, from $1\frac{1}{2}$ to $3\frac{1}{2}$ inches..... 07 $\frac{1}{2}$ per pound.
 1,000 pounds wrought iron clout nails, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch..... 10 $\frac{1}{2}$ per pound.
 5,000 pounds iron cut nails, from 4d. to 40d..... 05 $\frac{3}{4}$ per pound.
 1,000 pounds iron cut sheathing nails, 3 inches..... 05 $\frac{1}{2}$ per pound.
 1,000 pounds finishing nails, from 1 to 2 inches..... 10 per pound.
 300 pounds cut iron brad-head nails, from 4d to 10d..... 06 per pound.
 To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, March 31, 1864.

Class No. 33, hardware.

50 dozen escutcheons, thread, brass, assorted..... \$0 05 per dozen.
 50 pairs brass butthings, 2-inch shifting pins..... 25 per pair.
 100 pairs brass butt hinges, $2\frac{1}{2}$ -inch shifting pins..... 37 per pair.
 150 pairs brass butt hinges, 4 by 4 inch shifting pins..... 1 37 per pair.
 50 dozen cabin-door hooks, brass, 6 inches..... 4 00 per dozen.
 50 dozen iron padlocks..... 1 75 per dozen.
 50 dozen brass padlocks..... 10 16 per dozen.
 50 dozen mortise locks, No. 9, with glass octagon knobs and silver-plated trimmings..... 23 00 per dozen.

24 dozen drawer locks, 2½ inches.....	\$4 00	per dozen.
20 dozen iron closet locks, 2½ and 4 inches, right and left.....	2 10	per dozen.
50 dozen pantry hooks, brass.....	37	per dozen.
500 pounds coppersmiths' copper rivets.....	70	per pound.
600 pounds coopers' iron rivets.....	16	per pound.
50 gross brass screws, gimlet points, Nos. 4 to 26....	4 50	per gross.
100 gross iron screws, gimlet points, Nos. 3 to 24....	1 25	per gross.
60, 000 copper cut tacks, $\frac{5}{8}$ to 1¼ inch.....	62	per M.
50, 000 iron cut tacks.....	08	per M.
400 pounds bench vices, (small bench).....	19	per pound.
3, 000 pounds brass wire, assorted.....	48½	per pound.
100 water-closet basins, China.....	2 65	each.
100 gross copper-washed screws....	75	per gross.
2 dozen brass knobs and spindles.....	9 00	per dozen.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 36, white lead.

50, 000 pounds pure dry white lead.....	\$0 11½	per pound.
10, 000 pounds dry red led.....	12½	per pound.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 37, zinc paints.

4, 000 pounds pure white zinc, in oil.....	\$0 06 $\frac{95}{100}$	per pound.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 38, colored paints.

2,000 pounds whiting.....	\$0 01½	per pound.
1,000 pounds chrome green, dry, 1st quality.....	07	per pound.
500 pounds gum shellac.....	77	per pound.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 39, turpentine and varnish.

200 gallons Massasoit varnish.....	\$1 50	per gallon.
300 gallons naphtha.....	50	per gallon.
300 gallons spirits of wine, 95 per cent. proof.....	2 09	per gallon.
To be delivered as required.		

GEO. ADAMS, Boston. Date of contract, March 31, 1864.

Class No. 41, glass.

50 clear polished magazine lenses, 14 inches diame- ter, 1½ inch thick.....	\$7 50	each.
100 clear polished magazine lenses, 10 inches diame- ter, 1½ inch thick.....	4 00	each.
To be delivered as required.		

MULLETT & BRADBURY, Boston. Date of contract, March 29, 1864.

Class No. 44, whale oil.

1,000 gallons whale oil \$1 12 per gallon.
To be delivered as required.

MULLETT & BRADBURY, Charlestown. Date of contract, March 29, 1864.

Class No. 45, tallow, soap, and sweet oil.

3,000 pounds pure beef tallow..... \$0 12 per pound.
1,500 pounds best hard brown soap..... 08 per pound.
500 pounds old castile soap..... 15 per pound.
25 gallons sweet oil..... 1 90 per gallon.
To be delivered as required.

SMITH BROS. & Co., Boston. Date of contract, March 31, 1864.

Class No. 47, ship-chandlery.

20 pounds red chalk. \$0 07 per pound.
500 pounds spun cotton.... 40 per pound.
500 pounds best white glue..... 22 per pound.
48 chalk lines, 80 to 100 feet each..... 11 each.
12 measuring lines, metallic, 100 feet each..... 1 50 each.
100 barrels lime, of 200 pounds each..... 1 50 per barrel.
24 oil stones, say 36 pounds..... 10 per pound.
12 paint stones and muller.. 1 12 each.
100 pounds potash..... 10½ per pound.
50 pounds sal ammoniac..... 18 per pound.
500 pounds soda ash..... 05½ per pound.
100 pounds rotten-stone, in lumps..... 06½ per pound.
50 pounds thrums..... 76 per pound.
To be delivered as required.

*Schedule of materials required at the United States navy yard, Brooklyn,
New York, in 1864.*

JOHN A. ROBINSON, Syracuse. Date of contract, March 24, 1864.

Class No. 1, white oak logs.

100,000 cubic feet white oak plank stock logs..... \$0 50 per cubic foot.
To be delivered as required.

N. H. COVENDALE, Philadelphia. Date of contract, March 29, 1864.

Class No. 3, white oak promiscuous timber.

50,000 cubic feet white oak curve timber..... \$0 65 per cubic foot.
To be delivered as required.

N. H. COVENDALE, Philadelphia. Date of contract, March 29, 1864.

Class No. 4, white oak plank.

40,000 board feet best 3-inch plank..... \$63 00 per M feet.
70,000 board feet best 3½-inch plank..... 63 00 per M feet.
70,000 board feet best 4-inch plank..... 63 00 per M feet.

80,000 board feet best 4½-inch plank.....	\$63 00	per M feet.
80,000 board feet best 5-inch plank.....	63 00	per M feet.
80,000 board feet best 5½-inch plank.....	63 00	per M feet.
80,000 board feet best 6-inch plank.....	63 00	per M feet.

To be delivered as required.

JOHN A. ROBINSON, Syracuse. Date of contract, March 24, 1864.

Class No. 7, yellow pine beams.

20 pieces 32 to 36 feet long, sided 16 inches, moulded 14 inches.....	\$0 45	per cubic foot
20 pieces 36 to 40 feet long, sided 16 inches, moulded 14 inches.....	45	per cubic foot
40 pieces 45 to 50 feet long, sided 16 inches, moulded 14 inches.....	45	per cubic foot.

The whole estimated to contain 5,162 cubic feet.

To be delivered as required.

IRA BOWER, Brooklyn. Date of contract, March 28, 1864.

Class No. 11, white pine.

30,000 cubic feet white pine logs, No. 1.....	\$0 25	per cubic foot
150,000 feet, board measure, white pine boards, No. 1, from ½ to 1 inch, inclusive.....	48 00	per M feet.
300,000 feet, board measure, white pine boards, No. 2, from ½ to 1 inch, inclusive.....	38 00	per M feet.
110,000 feet, board measure, white pine plank, No. 1, from 1⅛ to 2 inches, inclusive.....	50 00	per M feet.
40,000 feet, board measure, white pine plank, No. 1, from 2⅛ to 3 inches, inclusive.....	40 00	per M feet.
5,000 feet, board measure, white pine plank, No. 1, from 3½ to 4 inches, inclusive... ..	60 00	per M feet.
250,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2 inches, inclusive.....	42 00	per M feet.
30,000 feet, board measure, white pine plank, No. 2, from 2⅞ to 3½ inches, inclusive.....	40 00	per M feet.
30,000 feet, board measure, white pine box boards.	32 00	per M feet.
150,000 feet, board measure, white pine stage plank, of 3 inches thick, 35 to 45 feet in length.	30 00	per M feet.
5,000 pieces, No. 2, Albany board.....	30	per piece.
5,000 pieces, No. 2, Albany plank.....	28	per piece.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 14, ash oars.

25,000 feet white ash oars, from 10 to 18 feet long..	\$0 08	per foot.
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To be delivered as required.

S. G. BOGART, New York. Date of contract, March 31, 1864.

Class No. 15, hickory butts and bars.

200 white heart hickory bars, from 12 to 14 feet long	\$3 25	each.
50 white heart hickory butts, 8 feet long, 8 to 10 inches diameter.....	2 00	each..

To be delivered as required.

JOHN L. GUISCHARD, Brooklyn. Date of contract, March 28, 1864.

Class No. 19, white oak staves and headings.

8,000 pieces white oak staves, in length 54 inches...	\$0 14	per piece.
5,000 pieces white oak staves, in length 44 inches...	10	per piece.
5,000 pieces white oak heading, in length 32 inches..	08	per piece.
5,000 pieces white oak barrel staves.....	06	per piece.
5,000 pieces prime white ash barrel staves.....	04	per piece.

To be delivered as required.

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 22, mahogany.

2,000 feet, board measure, St. Domingo mahogany, from $\frac{1}{2}$ to 2 inches thick.....	\$1 50	per M feet.
500 feet, board measure, St. Domingo mahogany, 6 by 6.....	1 50	per M feet.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 39, varnish.

100 gallons demar varnish.....	\$2 62 $\frac{1}{2}$	per gallon.
100 gallons coach varnish.....	3 25	per gallon.
150 gallons copal varnish.....	2 50	per gallon.

To be delivered as required.

W. H. SHIELDS, New York. Date of contract, April 7, 1864.

Class No. 41, glass.

500 lights, 8 by 10 inches, double thick, crown glass	\$0 12	per light.
1,000 lights, 9 by 12 inches, double thick, crown glass	15	per light.
2,000 lights, 10 by 12 inches, double thick, crown glass	15	per light.
1,500 lights, 10 by 14 inches, double thick, crown glass	16	per light.
300 lights, 10 by 16 inches, double thick, crown glass	16	per light.
400 lights, 12 by 12 inches, double thick, crown glass	18	per light.
200 lights, 12 by 16 inches, double thick, crown glass	18	per light.
100 lights, 12 by 20 inches, double thick, crown glass	20	per light.
500 lights, 14 by 18 inches, double thick, crown glass	20	per light.
300 lights, 14 by 20 inches, double thick, crown glass	22	per light.
100 clear magazine lenses, 12 inches diameter, 1 $\frac{1}{2}$ inch thick, polished.....	3 00	each.
100 deck lights, 10 by 3.....	75	each.
100 port lights, round, 6 inches diameter.....	1 25	each.
150 hexagon deck lights, 3 inches.....	70	each.
50 air port glasses, 7 $\frac{1}{4}$ inches.....	1 50	each.

To be delivered as required.

Schedule of materials required at the United States navy yard, Philadelphia, Pennsylvania, in 1864.

S. G. BOGART, New York. Date of contract, March 31, 1864.

Class No. 10, white pine mast and spar timber.

12 white pine mast and yard sticks.....	\$100 00	per stick.
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To be delivered as required.

DANIEL S. GRICE, Philadelphia. Date of contract, March 28, 1864.

Class No. 12, white pine deck plank and stage plank.

30,000 board feet white pine deck plank, 3 by 8
inches..... \$48 00 per M feet.
To be delivered as required.

FREEMAN ORNE, New York. Date of contract, March 31, 1864.

Class No. 18, locust.

40,000 cubic feet locust timber..... \$1 24 per cubic foot.
To be delivered as required.

L. W. CONNOR, Washington. Date of contract, April 2, 1864.

Class No. 20, black spruce.

1,500 inches spruce spars, to average $6\frac{1}{2}$ inches..... \$0 38 per inch.
To be delivered as required.

M. VAN DUSEN, jr., Philadelphia. Date of contract, March 29, 1864.

Class No. 21, locust treenails.

120,000 pieces locust treenails..... \$0 09 per piece.
To be delivered as required.

PAUL J. FIELD, Philadelphia. Date of contract, March 30, 1864.

Class No. 25, iron, round, flat, square, &c.

2,000 pounds angle iron, from $2\frac{1}{4}$ to $3\frac{1}{2}$ inches, as-
sorted as required..... \$0 07 per pound.
150,000 pounds flat iron, assorted, from $\frac{1}{8}$ to 2 inches
thick, from $\frac{1}{4}$ to 14 inches wide..... $06\frac{3}{17}$ per pound.
10,000 pounds round iron, assorted, from $\frac{3}{16}$ to $\frac{7}{16}$
inch..... 09 per pound.
175,000 pounds round iron, assorted, from $\frac{1}{2}$ to 3 in-
ches..... $05\frac{8}{10}$ per pound.
10,000 pounds square iron, assorted, from $\frac{1}{4}$ to $\frac{7}{16}$
inch..... 09 per pound.
12,000 pounds square iron, assorted, from $\frac{1}{2}$ to 3 in-
ches..... $06\frac{3}{17}$ per pound.
600 pounds iron rivets, assorted, from $\frac{1}{4}$ to $\frac{3}{4}$ inch
thick, and $1\frac{1}{4}$ to 2 inches long..... 20 per pound.
1,000 pounds saucer rings, from $\frac{1}{2}$ to $1\frac{3}{4}$ inch... 18 per pound.
To be delivered as required.

J. H. WAINWRIGHT, Philadelphia. Date of contract, March 31, 1864.

Class No. 27, iron spikes.

22,500 pounds wrought iron spikes, hand-made, 4 to
2,750 pounds iron cut spikes, 4 to 8 inches..... $\$0\ 06\frac{15}{100}$ per pound.
9 inches..... $07\frac{3}{4}$ per pound.
To be delivered as required.

LATHAM & MATTHEWS, Philadelphia. Date of contract, April 1, 1864.

Class No. 33, hardware.

2 dozen brass flush bolts, 2 by 5 inches.....	\$6 00	per dozen.
10 dozen brass cupboard catches, with porcelain knobs, large.....	1 25	per dozen.
6 dozen brass plate escutcheons, $\frac{5}{8}$ inch.....	15	per dozen.
10 dozen silver-plated escutcheons, assorted.....	1 37	per dozen.
10 dozen brass wardrobe hooks.....	1 10	per dozen.
48 dozen brass pantry hooks, assorted.....	1 25	per dozen.
10 dozen brass cabin-door hooks, extra, heavy....	2 40	per dozen.
6 dozen brass lamp hooks.....	90	per dozen.
5 dozen brass coat and hat hooks, porcelain knobs	3 00	per dozen.
12 dozen brass drawer handles, flush.....	4 50	per dozen.
100 pairs brass butt hinges, 2 by 4 inches.....	55	per pair.
50 pairs brass slip-pin hinges, $3\frac{1}{2}$ by 3 inches....	80	per pair.
50 pairs brass slip-pin hinges, 4 by $3\frac{1}{2}$ inches....	1 10	per pair.
12 pairs brass slip-pin hinges, 5 by $4\frac{1}{2}$ inches....	2 00	per pair.
12 dozen iron wardrobe hooks.....	08	per dozen.
5 dozen iron coat and hat hooks.....	20	per dozen.
2 dozen iron lamp hooks.....	20	per dozen.
12 dozen iron drawer handles, flush.....	2 00	per dozen.
6 dozen iron joint hasps, 8 inches.....	3 00	per dozen.
36 pairs iron butt hinges, 3 inches.....	04	per pair.
1,000 feet jack-chain, from Nos. 9 to 12, assorted....	03 $\frac{1}{2}$	per foot.
12 dozen mahogany knobs, 2 inches.....	15	per dozen.
6 dozen porcelain knobs, for locks, with porcelain furniture.....	6 00	per dozen.
48 dozen porcelain screw knobs, assorted.....	50	per dozen.
24 dozen brass mortise locks, with porcelain knobs and furniture, (R. & L.).....	30 00	per dozen.
1 dozen brass sliding door locks, with porcelain knobs and furniture, (R. & L.).....	42 00	per dozen.
5 dozen brass upright rim locks, with porcelain knobs and furniture, (R. & L.).....	36 00	per dozen.
50 dozen brass drawer locks, 3 inches.....	4 50	per dozen.
1 $\frac{2}{12}$ dozen brass cupboard locks, $2\frac{1}{2}$ by 4 inches...	6 25	per dozen.
1 dozen brass locker locks.....	3 00	per dozen.
10 dozen brass wardrobe locks, 2 to 4 inches, (R. & L.).....	5 50	per dozen.
14 $\frac{8}{12}$ dozen brass padlocks, 3 inches.....	13 00	per dozen.
6 dozen iron drawer locks, 3 inches.....	3 25	per dozen.
6 dozen iron padlocks, 3 inches.....	2 75	per dozen.
6 dozen iron upright rim locks, 5 and 6 inches, with mineral knobs.....	9 00	per dozen.
6 dozen iron upright rim locks, 5 and 6 inches, with mineral knobs, reserved bevel.....	9 00	per dozen.
10 dozen brass sash pulleys, sample at yard.....	5 50	per dozen.
4 dozen iron drawer rollers.....	20	per dozen.
6 dozen brass flush rings, 2 inches.....	2 00	per dozen.
10 dozen brass screw rings, assorted.....	20	per dozen.
50 pounds iron rivets, tinned, 12-ounce, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, and 3 pound papers.....	35	per pound.
300 gross brass screws, gimlet points, $\frac{3}{8}$ to 4 inches, Nos. 3 to 26.....	4 00	per gross.

50 gross brass round-head screws, gimlet points, $\frac{5}{8}$ to $1\frac{1}{2}$ inch, Nos. 7 to 14.....	\$1 25	per gross.
50 pounds copper cut tacks, $\frac{1}{2}$ to $1\frac{1}{4}$ inch, pound papers.....	60	per paper.
700 papers iron cut tacks, 3 to 18 ounce.....	03½	per paper.
500 pounds iron wire, Nos. 4 to 15.....	11	per pound.
To be delivered as required.		

GROVE & AMBRUSTER, Philadelphia. Date of contract, March 31, 1864.

Class No. 34, tools for stores.

12 adzes, carpenters'	\$2 10	each.
4 adzes, hollow.....	2 50	each.
12 axes, broad.....	2 50	each.
30 awls, brad.....	03	each.
20 awls, wire.....	05	each.
12 braces and bits, 48 bits each.....	5 00	each.
8 brands, ships' name.....	4 00	each.
8 bung-borers, 4 inches.....	3 00	each.
6 calipers, mast, steel.....	2 50	each.
8 calipers, smiths', steel.....	50	each.
10 diamonds, glaziers'.....	4 00	each.
2 dozen flat bastard files, 14 inches.....	8 75	per dozen.
2 dozen flat fine files, 14 inches.....	13 00	per dozen.
4 dozen handsaw files, assorted.....	1 70	per dozen.
24 gouges, socket.....	75	each.
12 gouges, mortise.....	75	each.
4 dozen gimlets, nail.....	50	per dozen.
20 hammers, riveting.....	50	each.
15 hammers, wrench.....	75	each.
75 hammers, claw.....	33	each.
8 irons, marking.....	50	each.
15 knives, drawing.....	75	each.
12 knives, putty.....	18	each.
8 kettles, pitch.....	1 50	each.
8 lines metallic tape, assorted sizes.....	1 25	each.
15 pairs pincers.....	60	per pair.
10 pairs plyers, square noses.....	15	per pair.
24 rules, 2 feet, double jointed, brass-bound.....	75	each.
24 rasps, wood, large.....	68	each.
36 screwdrivers.....	40	each.
24 saws, hand.....	1 25	each.
12 saws, panel.....	1 25	each.
12 saws, keyhole and pads.....	75	each.
12 shaves, can.....	1 00	each.
24 shaves, spoke.....	38	each.
12 shaves, bucket.....	1 00	each.
12 shaves, in.....	1 00	each.
12 pairs shears, tinners'.....	1 25	per pair.
8 wrenches, shifting.....	3 00	each.

To be delivered as required.

JOHN LEARY, Baltimore. Date of contract, April 7, 1864.

Class No. 37, zinc paints.

1,500 pounds white zinc, in oil, equal to Lewis's pure...	\$0 08	per pound
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To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, March 30, 1864.

Class No. 38, colored paints, dryers, &c.

2,000 pounds black paint, in oil.....	\$0 06½	per pound.
100 pounds chrome green, in oil.....	08	per pound.
800 pounds chrome green, dry, pure.....	07	per pound.
800 pounds gum shellac.....	85	per pound.
320 gallons spirits of alcohol.....	1 90	per gallon.
700 pounds litharge, dry, pure.....	13	per pound.
500 pounds red lead, dry, pure.....	13	per pound.
25 pounds rose pink, dry, pure.....	10	per pound.
5,000 pounds whiting.....	01½	per pound.

To be delivered as required.

GEORGE ADAMS, Boston. Date of contract, March 31, 1864.

Class No. 39, varnish.

40 gallons demar varnish.....	\$3 50	per gallon.
100 gallons inside varnish.....	2 75	per gallon.

To be delivered as required.

JOHN LEARY, Baltimore. Date of contract, April 7, 1864.

Class No. 40, linseed oil.

2,000 gallons linseed oil, raw, pure.....	\$1 58	per gallon.
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To be delivered as required.

GEORGE ADAMS, Boston. Date of contract, March 31, 1864.

Class No. 41, glass.

10 magazine lenses, 12 inches diameter.....	\$6 00	each.
20 port lights, clear white, polished, (sample at yard).....	2 25	each.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, April 8, 1864.

Class No. 47, ship chandlery.

50 yards baize, green.....	\$2 00	per yard.
20 jars chloride of lime, (20 pounds each).....	3 50	per jar.
40 barrels slacked lime, in tight barrels, not less than 200 pounds each.....	1 75	per barrel.
25 sides pump leather, not less than 36 pounds in each side.....	50	per pound.
6 pounds rotten-stone.....	10	per pound.
1 ream sandpaper.....	5 00	per ream.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, in 1864.

L. W. CONNER, Washington. Date of contract, April 2, 1864.

Class No. 19, white oak staves and headings, 1864.

1,000 split white oak pipe staves, 63 inches long.....	\$0 20	each.
500 split white oak pipe headings, 36 inches long.....	0 20	each.

To be delivered as required.

KITTERY, MAINE.

Scale of offers to furnish timber and materials for the navy yard at Kittery, under the advertisement of the Bureau of Construction and Repair of June 30, 1864.

	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 6.	Class No. 7.	Class No. 8.	Class No. 11.	Class No. 12.	Class No. 13.	Class No. 14.
Bidders.	White oak logs.	White oak keel & keelson pieces.	White oak curve timber and knees.	White oak plank.	Yellow pine logs.	Yellow pine beams.	Yellow pine mast and spar timber.	White pine plank and boards.	White pine and white oak deck plank.	Ash logs and plank.	Ash oars.
John H. Bailey											
George A. Hammond											
Spalding & Parrott											
W. E. Coffin & Co											
S. Patterson				\$13,680 00		\$20,900 00					
Daniel S. Grice											
George Adams											
Richard Dunbar	\$26,700 00	\$37,800 00	\$61,120 00	14,400 00	\$38,180 00	12,540 00	\$13,500 00	21,710 00	9,600 00	640 00	
James A. Sibley	25,500 00	21,000 00			92,000 00						
L. O. Southmayd											
N. F. Mathes											
Bush & Mills											
Wesley Smith	28,500 00	25,200 00		14,400 00							\$1,078 00
George T. Vaughn											
W. A. Wheeler											† 931 00
Lockwood & Collins											
Banker & Carpenter											
Samuel Strong	† 19,500 00	27,300 00			‖ 36,800 00	11,704 00	‖ 8,767 85				
Trickey & Jewett	26,925 00	25,200 00	† 55,500 00	\$12,720 00	42,320 00	‖ 9,614 00					
Southard, Herbert & Co.								† 21,490 00	† 7,500 00	† 365 00	
James Bigler	† 24,000 00	22,680 00		13,200 00							
Wm. M. Shakespeare	27,000 00				55,200 00	12,540 00					
F. Orne*											

* Received too late.

† Strong failed to execute contract; awarded to James Bigler for \$24,000.

‡ Strong failed to execute contract; awarded to Trickey & Jewett for \$12,720.

‖ No contract executed for classes Nos. 6, 7, and 8.

† Accepted.

Scale of offers to furnish timber and materials for the navy yard at Kittery, &c.—Continued.

Bidders.	Class No. 15.	Class No. 17.	Class No. 18.	Class No. 19.	Class No. 20.	Class No. 23.	Class No. 25.	Class No. 26.	Class No. 27.	Class No. 28.	Class No. 30.
	Hickory buts.	Cedar boards.	Locust.	White oak staves and heading.	Black spruce.	Lignum- vita. §	Iron, round, flat, and square.	Steel.	Iron spikes.	Iron nails, wrought and cut.	Lead.
John H. Bailey.....											
George A. Hammond.....	\$582 00		\$1,300 00		†\$1,975 00					†\$2,280 00	†\$4,125 00
Spalding & Parrott.....											
W. E. Coffin & Co.....								†\$9,080 00	\$8,400 00		
S. Patterson.....			1,250 00				†\$166,360 00		†6,600 00		
Daniel S. Grice.....											
George Adams.....											
Richard Dunbar.....		†\$490 00	†1,000 00								
James A. Sibley.....											
L. O. Southmayd.....											
N. F. Mathes.....											
Bush & Mills.....				†\$760 00							
Wesley Smith.....											
George T. Vaughn.....											
W. A. Wheeler.....											
Lockwood & Collins.....								15,000 00	9,900 00	3,584 10	6,000 00
Banker & Carpenter.....							332,880 00		15,600 00	4,163 59	
Samuel Strong.....	†300 00										
Trickey & Jewett.....	†300 00		1,250 00		5,950 00						
Southard, Herbert & Co.....											
James Bigler.....											
Wm. M. Shakespeare.....											
F. Orne*.....											

* Received too late.

† Decided by lot in favor of Trickey & Jewett.

‡ Accepted.

§ No contract executed for class No. 23.

Scale of offers to furnish timber and materials for the navy yard at Kittery, &c.—Continued.

Bidders.	Class No. 31. Tin and zinc.	Class No. 33. Hardware.	Class No. 34. Tools for stores.	Class No. 36. White lead.	Class No. 37. Zinc paints.	Class No. 38. Colored paints and dryers.	Class No. 39. Turpentine and varnish.	Class No. 40. Linseed oil.	Class No. 41. Glass.	Class No. 44. Fish oil.	Class No. 45. Tallow and soap.	Class No. 47. Ship-chand- lery.
John H. Bailey				†\$3,990 00	\$2,250 00	\$2,314 00			\$2,724 00			
George A. Hammond												
Spalding & Parrott												
W. E. Coffin & Co												
S. Patterson												
Daniel S. Grice												
George Adams							\$1,745 00	\$4,400 00	†2,593 50			
Richard Dunbar												
James A. Sibley												
L. O. Southmayd												
N. F. Maibes												
Bush & Mills												
Wesley Smith												
George T. Vaughn										\$450 00		
W. A. Wheeler	\$19,476 00	†\$10,669 50	†\$5,691 80	6,400 00	3,000 00	3,593 75	2,825 00	5,000 00	7,635 00	450 00	420 00	†\$1,902 50
Lockwood & Collins	†18,880 00	13,188 00	5,825 60	7,600 00	2,220 00	2,678 00	2,000 00	5,200 00	4,383 00	900 00	410 00	1,972 00
Banker & Carpenter				4,600 00	†1,481 25	†1,961 30	†1,662 50	†4,390 00				
Samuel Strong												
Trickey & Jewett												
Southard, Herbert & Co												
James Bigler												
Wm. M. Shakespeare										†399 00	†266 00	
F. Orne*												

* Received too late.

† Accepted.

Opened in the presence of—
JOHN LENTHALL.
J. W. DEEBLE.
A. G. ALDEN.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, August 1, 1864.

CHARLESTOWN.

Scale of offers to furnish timber and materials for the navy yard at Charlestown, under the advertisement of the Bureau of Construction and Repair of June 30, 1864.

	Class No. 1.	No. 2.	No. 3.	No. 4.	No. 6.	No. 10.	No. 11.	No. 12.	No. 13.	No. 14.	No. 16.
Bidders.	White oak logs.	White oak keel pieces.	White oak curved timber.	White oak plank.	Yellow pine logs.	White pine mast and spar timber.	White pine logs, plank, and boards.	White pine deck and stage plank.	Ash logs and plank.	Ash oars.	Black walnut and cherry.
George A. Hammond.....								\$15,075 00			
Eaton & Gage.....											
Charles E. Brigham.....											
William E. Coffin & Co.....											
S. Patterson.....				‡29,600 00			*\$34,900 00	17,375 00		\$1,000 00	
D. S. Grice.....											
George Adams.....											
John Dillon.....											
Richard Dunbar.....	\$124,500 00	\$3,520 00	*\$36,000 00	36,000 00	\$3146,000 00	\$6,840 00	42,600 00	20,000 00	\$8,400 00		\$11,000 00
James A. Sibley.....	†118,500 00	*1,870 00	54,000 00	34,000 00	350,000 00		44,950 00	23,250 00	9,150 00		
Bush & Mills.....											
Wesley Smith.....	120,000 00	3,300 00	80,000 00	34,000 00		3,600 00				*500 00	
Winsor & Whitney.....											
William A. Wheeler.....											
Lockwood & Collins.....											
J. H. Chadwick, treasurer, &c.....											
George A. Stearns & Co.....											
Banker & Carpenter.....											
Samuel Strong.....	197,500 00	3,300 00		‡28,000 00	150,000 00						
Trickey & Jewett.....	142,125 00	2,640 00	39,900 00	37,962 50	200,000 00	*1,884 00	46,300 00	*12,050 00	*6,300 00		*9,550 00
Southern, Herbert & Co.....											
James Bigler.....	138,000 00	2,728 00		38,000 00							
William M. Shakespear.....	135,000 00		40,000 00	32,000 00							
F. Orme, (received too late).....											

* Accepted.

† Strong failed to execute contract; awarded to James A. Sibley for \$118,500.

‡ Strong failed to execute contract; awarded to D. S. Grice for \$29,600.

§ Classes Nos. 6 and 23 not contracted for.

Scale of offers to furnish timber and materials for the navy yard at Charlestown, &c.—Continued.

Bidders.	Class No. 18.	No. 19.	No. 20.	No. 23.	No. 25.	No. 26.	No. 27.	No. 28.	No. 30.	No. 31.	No. 33.
	Locust.	White oak staves and heading.	Black spruce.	Lignumvite.	Iron.	Steel.	Iron spikes.	Iron nails, wrought and cut.	Lead.	Zinc, tin, and solder.	Hardware.
George A. Hammond.....	\$18,500 00		\$3,220 00						*\$38,000 00		
Eaton A. Gage.....					\$60,115 00		\$10,500 00				
Charles E. Brigham.....					*50,645 00		*9,300 00				
William E. Coffin & Co.....	†16,500 00										
S. Patterson.....											
D. S. Grice.....											
George Adams.....						*\$2,344 00					
John Dillon.....	19,250 00										
Richard Dunbar.....	22,000 00										
James A. Sibley.....		*\$2,890 00									
Bush & Mills.....	34,000 00										
Wesley Smith.....											
Winsor & Whitney.....											
William A. Wheeler.....					95,465 00	3,975 00	13,500 00	*\$3,765 00	56,000 00	*\$75,805 00	*\$34,484 05
Lockwood & Collins.....				†\$6,000 00	98,430 00		24,750 00	6,800 00		76,320 00	38,860 50
J. H. Chadwick, treasurer, &c.....											
George S. Stearns & Co.....											
Banker & Carpenter.....											
Samuel Strong.....	20,000 00										
Trickey & Jewett.....	†16,500 00		*2,550 00								
Southard, Herbert & Co.....											
James Bigler.....											
William M. Shakespeare.....											
F. Orne, (received too late).....											

* Accepted.

† Classes 6 and 23 not contracted for.

‡ Decided by lot in favor of Trickey & Jewett.

Scale of offers to furnish timber and materials for the navy yard at Charlestown, &c.—Continued.

Bidders.	Class No. 34.	No. 36.	No. 37.	No. 38.	No. 39.	No. 40.	No. 41.	No. 44.	No. 45.	No. 47.
	Tools for stores.	White lead.	Zinc paints.	Colored paints.	Turpentine and varnish.	Linseed oil.	Glass.	Whale oil.	Tallow, soap, and sweet oil.	Ship-chandlery.
George A. Hammond.....										
Eaton & Gage.....										
Charles E. Brigham.....										
William E. Coffin & Co.....										
S. Patterson.....										
D. S. Grice.....					\$6,102 50	\$21,000 00	\$23,650 00			
George Adams.....										
John Dillon.....										
Richard Dunbar.....										
James A. Sibley.....										
Bush & Mills.....										
Wesley Smith.....										
Winsor & Whitney.....										
William A. Wheeler.....	*12,293 50	\$24,900 00	\$2,550 00	\$10,485 10	10,795 00	25,000 00	8,500 00	\$2,000 00	\$1,950 00	\$4,463 00
Lockwood & Collins.....	19,430 00	26,700 00	2,200 00	10,447 00	8,450 00	22,000 00	8,700 00	2,000 00	1,860 00	*3,983 00
J. H. Chadwick, treasurer, &c.....										
George S. Stearns & Co.....										
Banker & Carpenter.....		*18,100 00	*1,825 00	*6,021 75	*5,385 00	*19,750 00		1,655 00		
Samuel Strong.....										
Trickey & Jewett.....										
Southard, Herbert & Co.....								*1,435 00	*1,210 00	
James Bigler.....										
William M. Shakespeare.....										
F. Orne, (received too late).....										

* Accepted.

Opened in the presence of—JOHN LENTHALL,
J. W. DEEBLE,
A. G. ALDEN.

BUREAU OF CONSTRUCTION AND REPAIR, NAVY DEPARTMENT, August 1, 1864.

BROOKLYN.

Scale of offers to furnish timber and materials for the Brooklyn navy yard under the advertisement of the Bureau of Construction and Repair of June 30, 1864.

Bidders.	Class No. 1.	No. 2.	No. 3.	No. 4.	No. 6.	No. 7.	No. 8.	No. 9.	No. 11.	No. 13.	No. 14.	No. 15.
	White oak logs.	White oak keel pieces.	White oak curved timber.	White oak plank.	Yellow pine logs.	Yellow pine beams.	Yellow pine mast and spar timber.	White oak boards and plank.	White pine timber and logs.	Ash plank.	Ash oars.	Hickory bars and handspikes.
J. S. Loomis.....									\$91,325 00			
Edward Clarke.....												
F. Blaisdell.....						\$11,800 00		\$4,066 00		\$13,950 00		
S. Patterson.....										\$15,000 00		
D. S. Grice.....			\$69,100 00	\$42,920 00					97,620 00			
George Adams.....												
James W. Flinn.....												
John Dillon.....								4,814 00				
Richard Dunbar.....	\$109,500 00	\$4,417 98	79,300 00	54,250 00	\$118,500 00	7,021 00	\$18,303 03	4,580 00	111,335 00	11,700 00		
Wm. H. Russell.....												
James A. Sibley.....	103,500 00	*2,472 75	71,500 00	46,400 00	225,000 00	8,850 00	23,151 00	4,200 00	106,075 00	11,250 00	20,000 00	*\$1,082 50
Lewis O. Southmayd.....											*4,850 00	
Wm. H. Shields.....												
Wesley Smith.....	103,500 00	3,132 15	68,500 00	46,340 00				3,920 00		13,500 00		
Wm. Miller.....												
Wm. A. Wheeler.....												
Lockwood & Collins.....												
Watson & Pittinger.....												
Banker & Carpenter.....								3,584 00	99,275 00	*8,850 00	7,250 00	1,700 00
John L. Guisard.....												
Bingham & Anthony.....												
Samuel Strong.....	97,500 00	4,945 50		37,700 00	1109,500 00	16,608 00	114,544 65	3,640 00				1831 25
Southern, Herbert & Co.....												
Jos. W. Duryee.....												
James Bigler.....	*94,500 00	2,769 48	60,000 00	43,500 00				5,600 00	97,085 00			
John Brown.....		4,912 53		57,420 00				4,480 00	99,225 00	9,750 00		
F. S. Bletz.....				*34,800 00				4,424 00				
Wm. M. Shakespeare.....			*57,100 00	46,400 00	180,000 00			*3,360 00	98,350 00	8,900 00		
L. W. Connerly.....						7,080 00						
F. Orneý.....												

* Accepted.

† No contracts made for classes 6, 7, 8, and 23.

‡ Strong failed to execute contract; awarded to L. O. Southmayd for \$1,082 50.

§ Received too late.

Scale of offers to furnish timber and materials for the Brooklyn navy yard—Continued.

Bidders.	Class No. 16.	No. 17.	No. 18.	No. 19.	No. 20.	No. 22.	No. 23.	No. 25.	No. 26.	No. 27.	No. 28.	No. 30.
	Black walnut and cherry.	Cedar.	Locust.	White oak staves and heading.	Black spruce.	Mahogany.	Lignum-vitæ.	Iron, round, flat, and square.	Steel.	Iron spikes.	Iron nails, wrought and cut.	Lead.
J. S. Loomis.....					\$8,820 00							
Edward Clarke.....	\$3,540 00				13,010 00							
F. Blaisdell.....					12,950 90							
S. Patterson.....			\$6,375 00									
D. S. Grice.....			10,850 00		10,030 00							
George Adams.....												
James W. Flinn.....				\$5,975 00								
John Dillon.....		\$6,000 00	6,800 00		7,475 00							
Richard Dunbar.....	4,312 50	6,000 00										
Wm. H. Russell.....									\$4,800 00	\$13,000 00	\$16,400 00	\$5,600 00
James A. Sibley.....				17,650 00								
Lewis O. Southmayd.....												
Wm. H. Shields.....												
Wesley Smith.....		6,375 00	15,000 00		7,458 00							
Wm. Miller.....												
Wm. A. Wheeler.....												
Lockwood & Collins.....							\$800 00	\$285,845 00	10,125 00	15,400 00	17,858 00	17,800 00
Watson & Pittinger.....								\$244,390 00		31,500 00	23,140 00	
Banker & Carpenter.....	3,237 00	6,750 00	\$5,940 00	7,950 00	\$7,025 00	\$880 00	400 00					
John L. Guisard.....												
Bingham & Anthony.....		\$5,437 50		6,770 00								
Samuel Strong.....												
Southard, Herbert & Co.....			6,500 00									
Jos. W. Duryee.....	\$3,230 00											
James Bigler.....	3,550 00	7,125 00	7,400 00		7,175 00	900 00			\$7,515 00	\$14,490 00	\$13,220 00	
John Brown.....												
F. S. Bletz.....												
Wm. M. Shakespeare.....	3,525 00											
L. W. Conner†.....												
F. Orne†.....												

* Accepted.

† No contracts made for classes 6, 7, 8, and 23.

‡ Russell failed to execute contract; awarded to Bingham & Anthony, class 26, \$7,515; class 27, \$14,400.

|| Russell failed to execute contract; awarded to Wm. A. Wheeler, class 30, \$7,800; class 31, \$7,086; class 34, \$48,679 25; class 42, \$5,230.

‡ Informal; part of class only bid for.

¶ Received too late.

Scale of offers to furnish timber and materials for the Brooklyn navy yard—Continued.

Bidders.	Class No. 31.	No. 33.	No. 34.	No. 36.	No. 37.	No. 38.	No. 39.	No. 40.	No. 41.	No. 42.	No. 44.	No. 45.	No. 47.
	Zinc and tin.	Hardware.	Tools for stores.	White lead.	Zinc paint.	Col'd paints and dryers.	Varnish.	Linseed oil.	Glass.	Brushes.	Fish oil.	Tallow.	Ship Chandl'ry.
J. S. Loomis.....													
Edward Clarke.....													
F. Blaisdell.....													
S. Patterson.....													
D. S. Grice.....							\$37,611 25		\$4,553 65				
George Adams.....													
James W. Flinn.....													
John Dillon.....													
Richard Dunbar.....													
Wm. H. Russell.....	†\$6,647 00	†\$30,223 00	†\$34,923 50	\$556,000 00	\$54,512 00	\$33,721 00	32,520 00	\$48,400 00	6,233 00	†\$3,960 00	\$1,800 00	\$2,400 00	\$7,742 00
James A. Sibley.....													
Lewis O. Southmayd.....													
Wm. H. Shields.....									*2,551 00				
Wesley Smith.....													
Wm. Miller.....				66,600 00	5,106 00	33,109 00	40,287 00		6,569 95	7,047 50			
Wm. A. Wheeler.....	†7,686 00	51,410 45	†48,679 25	78,000 00	5,640 00	38,132 00	49,215 00	55,000 00	6,237 00	15,230 00	1,350 00	2,240 00	8,681 50
Lockwood & Collins.....	8,350 00	†47,989 50	59,925 50	78,000 00	6,330 00	39,471 00	44,330 00	56,320 00	6,593 00	8,250 00	2,700 00	2,880 00	8,800 00
Watson & Pittinger.....													
Banker & Carpenter.....				\$60,800 00	\$4,879 00	*28,363 05	*31,351 00	*45,100 00					
John L. Guisehard.....													
Bingham & Anthony.....										6,446 00		*1,600 00	*5,619 50
Samuel Strong.....													
Southard, Herbert & Co.....											*1,197 00	1,680 00	
Jos. W. Duryee.....													
James Bigler.....													
John Brown.....													
F. S. Bletz.....													
Wm. M. Shakespeare.....													
L. W. Conner 													
F. Ornell.....													

* Accepted. † Russell failed to execute contract; awarded to Wm. A. Wheeler, class 30, \$7,800; class 31, \$7,686; class 34, \$48,679 25; class 42, \$5,230.

‡ Russell failed to execute contract; awarded to Lockwood & Collins for \$47,989 50.

§ Russell failed to execute contract; awarded to Banker & Carpenter, class 36, \$60,800; class 37, \$4,879. || Received too late.

Opened in the presence of—JOHN LENTHALL,
J. W. DEEBLE,
A. G. ALDEN.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, August 1, 1864.

PHILADELPHIA.

Scale of offers to furnish timber and materials for the Philadelphia navy yard

Bidders.	CLASS—						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 10.	No. 11.	No. 12.
	White oak logs.	White oak keel pieces.	White oak curved timber.	White oak plank.	White pine mast and spar timber.	White pine plank and boards.	White pine deck plank and stage plank.
Eaton & Gage							
Lewis Thompson & Co.						\$23,000 00	
M. Van Dusen, jr.			\$27,000 00				\$15,787 25
William D. Winsor							
Latham & Matthews							
Smith & Richardson							
F. Blaisdell	\$29,100 00						
S. Patterson							
Daniel S. Grice	27,000 00		37,500 00	\$10,130 00	\$4,970 00	\$16,120 00	15,887 25
George Adams							
Richard Dunbar	21,900 00	\$2,160 00	46,500 00	11,875 00	14,800 00	23,000 00	22,663 50
James A. Sibley	22,500 00	†1,147 50	39,000 00	12,325 00			
George W. Churchman	24,000 00		31,500 00	11,600 00			14,154 62
L. O. Southmayd							
Joseph Baymore					‡3,900 00		
Wesley Smith	21,000 00	1,687 50	37,500 00	11,600 00	4,220 00		
William A. Wheeler							
Lockwood & Collins							
J. L. & N. Shoemaker				‡8,482 50			
Watson & Pittinger						22,825 00	22,998 25
Grove & Armbruster							
Banker & Carpenter							
Samuel Strong	19,500 00	2,025 00		9,425 00		\$14,625 00	
Southard, Herbert & Co							
James Bigler	22,200 00	1,620 00					
W. F. & W. F. Simes, jr							
C. Levering, president, &c							
William F. Potts							
F. S. Bletz				8,700 00		16,370 00	13,951 15
William M. Shakespeare	†17,700 00	2,632 50	20,700 00	8,555 00			
W. E. Spalding							
John Brown	21,150 00	2,011 50	24,900 00	10,430 00	5,288 00		21,564 98 ³ / ₄
L. W. Conner*							
William O. Davey †							
F. Orne *							
James M. Shaw †							
Union White Lead Manufacturing Company, New York †							

* Received too late.

† Bid informal.

‡ Accepted.

§ Strong failed to execute contract; awarded to D. S. Grice.

PHILADELPHIA.

Scale of offers to furnish timber and materials for

Bidders.	CLASS—					
	No. 28.	No. 30.	No. 31.	No. 33.	No. 34.	No. 36.
	Iron nails, wrought and cut.	Lead.	Zinc, tin, and solder.	Hardware.	Tools for stores.	White lead.
Eaton & Gage		\$24,900 00				
Lewis Thompson & Co						
M. Van Dusen, jr.						
William D. Winsor						
Latham & Matthews				\$40,645 90		
Smith & Richardson				41,313 45	\$6,890 27	
F. Blaisdell						
S. Patterson						
Daniel S. Grice						
George Adams						
Richard Dunbar						
James A. Sibley						
George W. Churchman						
L. O. Southmayd						
Joseph Baymore						
Wesley Smith						
William A. Wheeler	\$5,960 00	35,300 00	\$53,600 00	53,110 16	11,381 60	\$20,700 00
Lockwood & Collins	9,880 00		63,430 00	65,788 90	15,292 60	25,320 00
J. L. & N. Shoemaker						
Watson & Pittinger						
Grove & Armbruster	\$3,215 00	24,850 00	\$37,170 00	\$37,586 79	8,262 72	
Banker & Carpenter						16,950 00
Samuel Strong						
Southard, Herbert & Co.						
James Bigler						
W. F. & W. F. Simes, jr.						\$13,800 00
C. Levering, president, &c.						
William F. Potts						
F. S. Bletz						
William M. Shakespeare						
W. E. Spalding						13,860 00
John Brown						
L. W. Conner*						
William O. Davey†						
F. Orne*						
James M. Shaw†						
Union White Lead Manufacturing Com- pany, New York†						

* Received too late.

† Bid informal.

‡ Accepted.

BUREAU OF CONSTRUCTION AND REPAIR,

Navy Department, August 1, 1864.

PHILADELPHIA.

the Philadelphia navy yard, &c.—Continued.

[illegible]

Opened in the presence of—

JOHN LENTHALL.
J. W. DEEBLE.
A. G. ALDEN.

WASHINGTON.

Scale of offers to furnish timber and materials for the Washington navy yard, under the advertisement of the Bureau of Construction and Repair of June 30, 1864.

Bidders.	Class No. 3.	No. 11.	No. 13.	No. 14.	No. 16.	No. 17.	No. 20.	No. 22.	No. 25.	No. 26.
	White oak knee pieces.	White pine plank and boards.	Ash plank.	Ash oars.	Black walnut, cherry, and mahogany.	Cypress.	Spruce pine spars.	Poplar.	Iron, round, flat, and square.	Steel.
Eaton & Gage.....	\$1,557 50	†\$18,054 90	\$1,203 50	\$2,500 00	\$4,815 00	\$625 00	†\$277 45	\$330 00		
F. Blaisdell.....	2,005 00		1,377 50	†1,000 00	4,772 00					
S. Patterson.....										
George Adams.....										
Richard Dunbar.....	*1,250 00	20,321 50	1,305 00	†1,000 00	*3,125 00	*450 00		900 00		
Wesley Smith.....	2,700 00	21,384 00	1,450 00	1,250 00						
William A. Wheeler.....										
Lockwood & Collins.....										
Watson & Pittinger.....										
Banker & Carpenter.....		19,430 00	1,087 50	1,500 00	4,050 00		500 00		\$37,495 00	\$2,250 00
Samuel Strong.....		†13,365 00					†275 00		37,470 00	
W. F. & W. F. Simes, jr.....										
C. Levering, president, &c.....										
E. Wheeler & Son.....										
William E. Spalding.....										
F. S. Bletz.....		†13,593 00	*870 00					*500 00	*23,561 50	*1,500 00
L. W. Conner, (received too late).....										
F. Orne, (received too late).....										
James M. Shaw, (bid informal).....										
Union White Lead Manufacturing Company, (bid informal).....										
F. A. Fenwick, (bid informal).....										

* Accepted.

† Strong failed to execute contract; awarded to F. Blaisdell for \$18,054 90, class 11, (F. S. Bletz having declined,) and for \$277 45, class 20.

‡ Decided by lot in favor of S. Patterson.

Scale of offers to furnish timber and materials for the Washington navy yard, &c.—Continued.

Bidders.	Class No. 27.	No. 28.	No. 30.	No. 31.	No. 33.	No. 34.	No. 36.	No. 37.	No. 38.
	Spikes.	Nails.	Lead.	Zinc, tin, and solder.	Hardware.	Tools for stores.	White lead.	Zinc paint.	Colored paints.
Eaton & Gage.....			*\$56,440 00						
F. Blaisdell.....									
S. Patterson.....									
George Adams.....				*\$4,140 00					
Richard Dunbar.....									
Wesley Smith.....									
William A. Wheeler.....	\$1,000 00	\$6,085 00	78,400 00	6,550 00	\$33,909 58	\$6,616 45	\$7,000 00	\$2,250 00	\$2,630 00
Lockwood & Collins.....	1,500 00	6,760 00	57,260 00	6,130 00	33,605 56	7,632 20	6,000 00	2,360 00	2,470 00
Watson & Pittinger.....									
Banker & Carpenter.....							5,400 00	1,860 00	1,649 00
Samuel Strong.....							\$4,400 00	1,800 00	*1,576 50
W. F. & W. F. Simms, jr.....									
C. Levering, president, &c.....									
F. Wheeler & Son.....	*700 00	*4,860 00		4,150 00	*23,431 95	*3,635 85	\$4,400 00	*1,500 00	1,854 00
William E. Spalding.....									
F. S. Bletz.....									
L. W. Conner, (received too late).....									
F. Orne, (received too late).....									
James M. Shaw, (bid informal).....									
Union White Lead Manufacturing Company, (bid informal).....									
F. A. Fenwick, (bid informal).....									

* Accepted.

§ Decided by lot in favor of William E. Spalding.

Scale of offers to furnish timber and materials for the Washington navy yard, &c.—Continued.

Bidders.	Class No. 39.	No. 40.	No. 41.	No. 45.	No. 47.	No. 48.	No. 49.	No. 50.*	No. 52.	No. 54.
	Turpentine and varnish.	Linseed oil.	Glass.	Tallow, soap, &c.	Ship chandlery.	Oakum.	Trunk iron.	Ingot copper.	Poles.	Bellows.
Eaton & Gage.....								\$849, 290 00	1 ¹ / ₂ \$1, 500 00	
F. Blaisdell.....										
S. Patterson.....										
George Adams.....	\$4, 470 00	\$2, 535 00	\$2, 964 00							
Richard Dunbar.....										
Wesley Smith.....										
William A. Wheeler.....	6, 715 00	2, 750 00	6, 100 00	\$7, 620 00	\$2, 921 50	\$4, 000 00	\$1, 325 00	940, 000 00	3, 600 00	*360 00
Lockwood & Collins.....	5, 650 00	2, 700 00	4, 844 00	*4, 960 00	2, 901 00	6, 400 00		*701, 750 00		432 00
Watson & Pittenger.....										
Banker & Carpenter.....	4, 320 00	2, 432 00								
Samuel Strong.....										
W. F. & W. F. Simes, jr.....		2, 303 00	*1, 869 75							
C. Levering, president, &c.....										
E. Wheeler & Son.....			3, 704 75		*2, 078 00	*3, 400 00	*745 00	754, 000 00		480 00
William E. Spalding.....	*3, 632 50	*2, 242 00	2, 198 25							
F. S. Bletz.....										
L. W. Conner, (received too late).....										
F. Orne, (received too late).....										
James M. Shaw, (bid informal).....										
Union White Lead Manufacturing Company, (bid informal).....										
F. A. Fenwick, (bid informal).....										

* Accepted.

† No contract awarded; bid deemed excessive.

Opened in the presence of—JOHN LENTHALL,
J. W. DEEBLE,
A. G. ALDEN.

BUREAU OF CONSTRUCTION AND REPAIR, NAVY DEPARTMENT, August 1, 1864.

*Schedule of materials required at the United States navy yard, Kittery, Maine,
in 1864-'65.*

JAMES BIGLER, Newburg, N. Y. Date of contract, September 23, 1864.

Class No. 1, white oak logs.

30,000 cubic feet white oak plank stock logs..... \$0 80 per cubic foot.

To be delivered as required.

JAMES A. SIBLEY, Fulton. Date of contract, August 29, 1864.

Class No. 2, white oak keel and keelson pieces.

30 keel pieces, 46 to 60 feet long, sided 16 inches, moulded 18 inches.

30 keel pieces, 46 to 60 feet long, to side 20 inches, and mould 18 inches.

144 pieces, 12 by 16; 38 pieces, 12 by 18; 56 pieces, 13 by 17.

To average 50 feet in length; none less than 45 feet, and to hold the size at top end; to be straight.

Estimated 21,000 cubic feet..... \$1 00 per cubic foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 3, white oak curve timber and knees.

30,000 cubic feet white oak curved timber of the fol-

lowing description..... \$1 19 $\frac{3}{4}$ per cubic foot.

148 pieces, 15 feet long, to side 15 inches, to mould 14 inches, to curve 9 to 12 inches.

32 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 12 to 24 inches.

32 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 24 to 34 inches.

40 pieces, 14 feet long, to side 15 inches, to mould 14 inches, to curve 34 to 44 inches.

8 pieces, 22 feet long, to side 15 inches, to mould 19 inches, to curve 12 to 15 inches.

8 pieces, 20 feet long, to side 15 inches, to mould 19 inches, to curve 15 to 24 inches.

8 pieces, 18 feet long, to side 15 inches, to mould 19 inches, to curve 24 to 33 inches.

8 pieces, 16 feet long, to side 15 inches, to mould 19 inches, to curve 33 to 39 inches.

8 pieces, 14 feet long, to side 15 inches, to mould 19 inches, to curve 39 to 48 inches.

64 pieces, 12 to 15 feet long, to side 15 inches, to mould 19 inches, to curve 6 to 12 inches.

14 pieces, 14 feet long, to side 15 inches, to mould 17 inches, to curve 24 inches.

148 pieces, 14 feet long, to side 15 inches, to mould 17 inches, to curve 18 to 24 inches.

32 pieces, 13 feet long, to side 15 inches, to mould 17 inches, to curve 15 to 18 inches.

33 pieces, 12 feet long, to side 15 inches, to mould 17 inches, to curve 12 to 15 inches.

- 32 pieces, 11 feet long, to side 15 inches, to mould 17 inches, to curve 9 to 12 inches.
 114 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 24 inches.
 148 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 18 to 24 inches.
 32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 15 to 18 inches.
 32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 12 to 15 inches.
 32 pieces, 11 feet long, to side 15 inches, to mould 15 inches, to curve 9 to 12 inches.

150 white oak knees, to side 7 inches.....	\$10 50	per knee.
150 white oak knees, to side 8 inches.....	16 00	per knee.
200 white oak knees, to side 9 inches.....	22 00	per knee.
200 white oak knees, to side 10 inches.....	26 00	per knee.
200 white oak knees, to side 11 inches.....	30 00	per knee.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 4, white oak plank.

120,000 feet white oak deck plank, 6 inches thick and 8 inches wide	\$106 00	per M feet.
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To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, September 6, 1864.

Class No. 11, white pine plank and boards.

20,000 feet, board measure, white pine boards, 1 inch, No. 1.....	\$70 00	per M feet.
110,000 feet, board measure, white pine boards, 1 inch, No. 2.....	60 00	per M feet.
30,000 feet, board measure, white pine boards, 1 inch, No. 3	25 00	per M feet.
28,000 feet, board measure, white pine boards, 1¼ inch, No. 2.....	60 00	per M feet.
10,000 feet, board measure, white pine plank, 4 inches, No. 1	75 00	per M feet.
10,000 feet, board measure, white pine plank, 3 inches, No. 1.....	75 00	per M feet.
28,000 feet, board measure, white pine plank, 1½ inch, No. 1.....	70 00	per M feet.
10,000 feet, board measure, white pine plank, 3 inches, No. 2.....	50 00	per M feet.
25,000 feet, board measure, white pine plank, 1½ inch, No. 2...	60 00	per M feet.
75,000 feet, board measure, white pine plank, 2 inches, No. 2	70 00	per M feet.
10,000 feet, board measure, spruce boards, No. 1.....	25 00	per M feet.
5,000 feet, 3 by 5 inches, spruce joist, No. 1.....	20 00	per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 12, white pine and white oak deck plank.

60,000 feet white pine deck plank, 3½ inches thick, and 6 inches wide.....	\$60 00	per M feet.
60,000 feet white pine deck plank, 8 inches wide, and 3½ inches thick.....	65 00	per M feet.
To be delivered as required.		

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 13, ash logs and plank.

4,000 board feet 1¼ inch white ash plank, clear.....	\$50 00	per M feet.
2,000 feet white ash boards, not less than 12 inches wide.....	55 00	per M feet.
1,000 feet white ash plank, 3 inches thick, 12 inches wide.....	55 00	per M feet.
To be delivered as required.		

GEORGE T. VAUGHN, Portsmouth, N. H. Date of contract, August 17, 1864.

Class No. 14, ash oars.

150 best quality white ash oars, 15 feet long.....	\$0 09½	per foot.
225 best quality white ash oars, 14 feet long.....	0 09½	per foot.
200 best quality white ash oars, 13 feet long.....	0 09½	per foot.
150 best quality white ash oars, 12 feet long.....	0 09½	per foot.
To be delivered as required.		

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 15, hickory butts.

60 white heart hickory butts, from 12 to 14 feet long.....	\$5 00	each.
To be delivered as required.		

RICHARD DUNBAR, Washington, D. C. Date of contract, August 17, 1864.

Class No. 17, cedar boards.

3,000 board feet cedar boards, 1¼ inch.....	\$80 00	per M feet.
2,000 board feet cedar boards, 1 inch.....	80 00	per M feet.
1,000 board feet cedar boards, ¾ inch.....	90 00	per M feet.
To be delivered as required.		

RICHARD DUNBAR, Washington, D. C. Date of contract, August 17, 1864.

Class No. 18, locust.

500 cubic feet yellow locust, from 14 to 24 inches diameter, \$2 00 per cubic foot.		
To be delivered as required.		

BUSH & MILLS, Boston. Date of contract, August 27, 1864.

Class No. 19, white oak staves and heading.

1,000 pieces white oak staves, 54 inches long.....	\$0 27	per piece.
1,000 pieces white oak staves, 42 inches long.....	0 20	per piece.
1,000 pieces white oak staves, 32 inches long.....	0 11	per piece.
1,000 pieces white oak heading, 32 inches long.....	0 18	per piece.
To be delivered as required.		

GEORGE A. HAMMOND, Eliot, Me. Date of contract, August 29, 1864.

Class No. 20, black spruce.

5 pieces black spruce spars, 72 feet long, 22 inches diameter, $\frac{1}{3}$ from the butt.....	\$90 00	each.
10 pieces black spruce spars, 70 feet long.....	55 00	each.
50 pieces black spruce spars, 60 feet long.....	38 00	each.
4, 000 inches black spruce spars, from 7 to 10 inches diameter.....	40	per inch.
2, 000 inches black spruce spars, from 5 to 7 inches diameter.....	20	per inch.
300 spruce poles.....	25	each.
To be delivered as required.		

WILLIAM E. COFFIN & Co., Boston. Date of contract, August 27, 1864.

Class No. 25, iron—round, flat, and square.

600,000 pounds round iron, from $\frac{3}{16}$ to 7 inches.....	\$0 10	per pound.
100,000 pounds square iron, from 1 to 6 inches.....	10	per pound.
100,000 pounds hammered square iron, from 1 to 7 inches.....	16 $\frac{1}{2}$	per pound.
100,000 pounds flat hammered iron, 1 by 2 to 2 by 6 wide.....	17	per pound.
400,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $\frac{1}{2}$ to 9 inches wide.....	10	per pound.
100,000 pounds flat iron, from $1\frac{1}{4}$ inch to 2 inches thick, from 4 to 10 inches wide.....	11	per pound.
30,000 pounds best American boiler iron.....	11	per pound.
2,000 pounds thimble iron, assorted.....	15	per pound.
1,000 pounds angle iron, assorted.....	12	per pound.
5,000 pounds galvanized sheet iron.....	17	per pound.
2,000 pounds iron chain, $\frac{1}{2}$ -inch.....	20	per pound.
1,000 pounds iron chain, $\frac{1}{4}$ -inch.....	25	per pound.
2,000 pounds iron chain, $\frac{3}{8}$ -inch.....	20	per pound.
2,000 pounds iron chain, $\frac{5}{8}$ -inch.....	20	per pound.
6,000 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick, and from $\frac{7}{8}$ to $2\frac{1}{4}$ inches wide.....	15	per pound.
6,000 pounds wrought-iron clinch rings, $\frac{3}{4}$ to $1\frac{1}{2}$ inch.....	26	per pound.
1,000 pounds $1\frac{1}{2}$ inch by 3 inches square iron nuts, $1\frac{3}{8}$ -inch hole.....	21	per pound.
1,000 pounds $1\frac{1}{4}$ inch by $2\frac{1}{2}$ inch square iron nuts, $1\frac{1}{8}$ -inch hole.....	18	per pound.
1,000 pounds $1\frac{1}{8}$ inch by $2\frac{1}{4}$ inches square iron nuts, 1-inch hole.....	18	per pound.
1,500 pounds 1 inch by $1\frac{1}{2}$ inch square iron nuts, $\frac{7}{8}$ -inch hole.....	18	per pound.
1,000 pounds $\frac{7}{8}$ inch by $1\frac{3}{4}$ inch square iron nuts, $\frac{3}{4}$ -inch hole.....	18	per pound.
1,500 pounds $\frac{7}{8}$ inch by $1\frac{3}{4}$ inch square iron nuts, $\frac{5}{8}$ -inch hole.....	18	per pound.
1,000 pounds $\frac{3}{4}$ inch by $1\frac{1}{2}$ inch square iron nuts, $\frac{5}{8}$ -inch hole.....	18	per pound.
1,000 pounds $\frac{5}{8}$ inch by $1\frac{1}{4}$ inch square iron nuts, $\frac{1}{2}$ -inch hole.....	18	per pound.
1,000 pounds $\frac{1}{2}$ inch by 1 inch square iron nuts, $\frac{3}{8}$ inch hole.....	18	per pound.

3,000 pounds wrought-iron punched nuts, sizes as required.....	18	per pound.
3,000 pounds wrought-iron hexagon nuts, sizes as required.....	23	per pound.
200 pounds iron tinned rivets, assorted.....	70	per pound.
1,000 pounds galvanized iron wire, assorted.....	18	per pound.
To be delivered as required.		

SPALDING & PARROTT, Portsmouth, N. H. Date of contract, August 17, 1864.

Class No. 26, steel.

6,000 pounds best square cast steel, (assorted).....	\$0 55	per pound.
3,000 pounds best flat cast steel, (assorted).....	55	per pound.
8,000 pounds best round cast steel, (assorted).....	35	per pound.
2,000 pounds best octagon cast steel, (assorted).....	50	per pound.
1,000 pounds best blistered steel, (assorted).....	33	per pound.
To be delivered as required.		

WILLIAM E. COFFIN & Co., Boston. Date of contract, August 27, 1864.

Class No. 27, iron spikes.

10,000 pounds hand-made wrought-iron spikes, from 4 to 6 inches long.....	\$0 14	per pound.
30,000 pounds hand-made wrought-iron spikes, from 6½ to 9 inches long.....	12	per pound.
10,000 pounds galvanized iron spikes, from 4 to 7½ inches long.....	16	per pound.
To be delivered as required.		

J. H. BAILEY, Portsmouth, N. H. Date of contract, August 12, 1864.

Class No. 28, iron nails, wrought and cut.

10,000 pounds iron cut nails, from 3d fine to 60d.....	\$0 12	per pound.
2,000 pounds iron pressed nails, from 6d to 20d.....	20	per pound.
300 pounds iron wrought clout nails, ½ inch to 1½ inch.	30	per pound.
400 pounds iron cut finishing nails, 1¼ to 2 inches....	25	per pound.
2,000 pounds iron cut finishing nails, from 6d to 10d....	15	per pound.
1,000 pounds iron cut sheathing nails, from 2 to 3 inches.	15	per pound.
207 pounds sheave rivets, 7⁄8 to 3 inches long.....	20	per pound.
To be delivered as required.		

J. H. BAILEY, Portsmouth, N. H. Date of contract, August 12, 1864.

Class No. 30, lead.

15,000 pounds lead pipe, assorted.....	\$0 27½	per pound.
To be delivered as required.		

LOCKWOOD & COLLINS, New York. Date of contract, August 27, 1864.

Class No. 31, tin and zinc.

12,000 pounds sheet zinc.....	\$0 38	per pound.
8,000 pounds Streights tin.....	1 00	per pound.
13,000 pounds slab zinc.....	30	per pound.
6 boxes XXX tin, 14 by 20.....	60 00	per box.
4 boxes XX tin, 12½ by 17.....	56 00	per box.
8 boxes XX tin, 12 by 12.....	56 00	per box.
8 boxes X tin, 10 by 14.....	46 00	per box.
15 boxes tin, roofing.....	40 00	per box.
12 boxes D common tin, 12½ by 17.....	35 00	per box.
To be delivered as required.		

WILLIAM A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 33, hardware.

6 dozen brass drawer locks, $2\frac{3}{4}$ inches.....	\$9 00	per dozen.
15 dozen brass mortise locks, 4 inches, white porcelain furniture.....	60 00	per dozen.
3 dozen brass rural locks, 5 inches:.....	37 00	per dozen.
6 dozen mineral knobs.....	12 50	per dozen.
20 dozen brass padlocks, $2\frac{1}{2}$ inches.....	16 00	per dozen.
6 dozen brass wardrobe locks, 4 inches.....	14 00	per dozen.
6 dozen brass wardrobe locks, 3 inches.....	10 00	per dozen.
4 dozen brass buttons, on plates, $2\frac{1}{2}$ inches.....	4 00	per dozen.
12 dozen brass buttons, on plates, $1\frac{7}{8}$ inch.....	2 50	per dozen.
400 gross brass screws, gimlet points, Nos. 4 to 20, from 1 to 3 inches long.....	6 00	per gross.
2 dozen brass cabin-door hooks and eyes, from 3 to 4 inches, on plates.....	4 50	per dozen.
1 gross brass coat and hat hooks.....	50 00	per gross.
6 gross brass pantry hooks.....	7 50	per gross.
100 gross iron screws, with gimlet points, Nos. 4 to 24	2 50	per gross.
500 pounds No. 4 brass wire.....	1 00	per pound.
50 square feet brass wire gauze.....	75	per foot.
1,500 pounds sheet brass, assorted, (as required).....	1 00	per pound.
2,500 pounds brass wire, assorted, (as required).....	1 00	per pound.
200 pounds copper wire, assorted, (as required).....	1 20	per pound.
200 pounds copper rivets, assorted, (as required).....	1 20	per pound.
500 yards brass jack chain, No. 12.....	45	per yard.
300 yards brass jack chain, No. 8.....	90	per yard.
300 yards brass jack chain, No. 10.....	60	per yard.
300 yards iron jack chain, No. 12.....	15	per yard.
300 yards iron jack chain, No. 8.....	35	per yard.
500 yards iron jack chain, No. 6.....	45	per yard.
300 yards iron jack chain, No. 9.....	30	per yard.
300 yards iron jack chain, No. 10.....	25	per yard.
2 M tenter hooks.....	75	per M.
10 papers glaziers' points.....	15	per paper.
5 reams sandpaper.....	6 00	per ream.
To be delivered as required.		

WILLIAM A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 34, tools for stores.

10 adzes, carpenters'.....	\$6 00	each.
6 adzes, hollow.....	6 00	each.
6 adzes, coopers'.....	6 00	each.
6 axes, coopers'.....	7 50	each.
6 axes, broad.....	7 50	each.
6 axes, wood.....	1 50	each.
48 augers, patent.....	5 00	each.
4 dozen awls, brad.....	1 25	per dozen.
4 dozen awls, wire.....	1 25	per dozen.
6 bung-borers.....	6 25	each.
12 braces and bits, wood, complete, 48 bits.....	25 00	per set.
10 anvils, eagle, estimated 200 pounds each.....	50 00	each.

6 braces and bits, coopers', complete, 20 bits.....	\$6 00	per set.
6 calipers, 24-inch.....	10 00	each.
6 tap-borers.....	1 50	each.
12 spring calipers, 6-inch.....	1 50	each.
12 bevels, steel-tongued.....	80	each.
12 calipers, 12-inch.....	2 00	each.
8 crows, coopers'.....	2 00	each.
12 spring dividers, 6 inches long.....	1 25	each.
12 compasses, carpenters'.....	80	each.
12 dividers, 12 inches long.....	2 00	each.
12 compasses, armorers'.....	2 00	each.
12 brass dividers.....	1 25	each.
10 diamonds, glaziers'.....	8 00	each.
24 hammers, rivet handled.....	1 20	each.
2 dozen Coe's screw wrenches, 12-inch.....	45 00	per dozen.
2 dozen Coe's screw wrenches, 16-inch.....	70 00	per dozen.
2 dozen Coe's screw wrenches, 24-inch.....	85 00	per dozen.
6 dozen chisels, socket, assorted.....	25 00	per dozen.
12 dozen nail gimlets, assorted.....	1 60	per dozen.
12 dozen chisels, firmer, assorted.....	7 00	per dozen.
12 dozen spike gimlets, assorted.....	1 35	per dozen.
6 dozen carpenters' gouges.....	25 00	per dozen.
6 dozen firmer gouges, assorted, $\frac{1}{4}$ to 2-inch.....	8 50	per dozen.
6 dozen socket gouges, assorted, $\frac{3}{4}$ to 3-inch.....	27 00	per dozen.
36 hammers, rivet, handled.....	1 00	each.
50 hammers, claw.....	1 00	each.
30 hatchets, cast steel.....	1 25	each.
12 coopers' marking irons.....	75	each.
12 drawing knives.....	2 25	each.
12 putty knives.....	30	each.
12 moulding planes.....	1 00	each.
12 long jointer planes.....	3 00	each.
6 grooving planes, width of iron $\frac{1}{4}$ to 1-inch.....	2 50	each.
12 short jointer planes.....	2 75	each.
12 smoothing planes, width of iron $1\frac{3}{4}$ to 2 inches.....	1 60	each.
6 long jointers, coopers'.....	3 10	each.
6 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ -inch.....	1 00	each.
6 jack-planes.....	2 25	each.
50 pincers, assorted.....	38	each.
16 plyers, cutting, 14 inches long.....	3 50	each.
12 rules, 2-feet, double and single jointed.....	1 00	each.
8 wood-saws, with frames.....	1 50	each.
18 hand-saws.....	3 00	each.
8 cross-cut saws.....	7 00	each.
50 hack-saws, blades 12 to 14 inches long.....	3 00	each.
6 panel saws.....	3 50	each.
12 dovetail saws.....	2 25	each.
12 compass saws, 10 to 15 inches.....	1 00	each.
8 sash saws.....	2 75	each.
8 keyhole saws.....	25	each.
8 keyhole saws and pads, 6 to 12 inches.....	1 50	each.
8 tenon saws.....	2 25	each.
8 saw-sets.....	50	each.
8 bench screws.....	1 50	each.
8 clamp screws.....	1 50	each.
12 spoke-shaves.....	1 75	each.

2 iron squares, 2 feet.....	\$0 75	each.
100 steel scrapers, steel blades.....	75	each.
8 tinner's shears, No. 1.....	20 00	each.
12 hand snips, No. 6.....	5 50	each.
8 edging stakes.....	10 50	each.
8 blow-horn stakes.....	12 00	each.
24 scissors.....	1 00	each.
25 cast-iron bench vices, with steel jaws, 6 inches long..	40 00	each.
12 cast-iron bench vices, with steel jaws, 3 inches long..	12 00	each.
Bench vices to be secured to bench with swivel.		
25 hand-vices, large size.....	2 00	each.
12 grindstones, 120 pounds, mounted.....	18 00	each.
24 oil-stones.....	5 50	each.
12 trying squares.....	1 25	each.
10 hollowing knives.....	2 50	each.
10 rounding knives.....	2 50	each.
100 chalk-lines.....	20	each.

To be delivered as required.

J. H. BAILEY, Portsmouth. Date of contract, August 12, 1864.

Class No. 36, white lead.

20,000 pounds pure dry white lead..... \$19 95 per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract August 23, 1864.

Class No. 37, zinc paints.

15,000 pounds pure dry white zinc..... \$0 9 $\frac{7}{8}$ per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 38, colored paints, dryer.

2,000 pounds dry red lead.....	\$0 22	per pound.
500 pounds litharge.....	22	per pound.
8,000 pounds Paris whiting, dry.....	4	per pound.
10 pounds Indian red, dry.....	12	per pound.
5 pounds Chinese vermilion.....	2 25	per pound.
5 pounds ultramarine blue, dry.....	40	per pound.
800 pounds gum shellac.....	1 22	per pound.
5 pounds Vandyke brown.....	3	per pound.
50 pounds gum asphaltum.....	6	per pound.
200 pounds glue.....	15	per pound.
10 pounds chrome yellow.....	17	per pound.
500 pounds French yellow.....	6	per pound.
300 pounds Venetian red.....	4	per pound.
200 pounds sal soda.....	6	per pound.
200 pounds oxide magnesia.....	6	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 39, turpentine varnish.

50 gallons demar varnish.....	\$4 75	per gallon.
100 gallons bright varnish.....	1 00	per gallon.

50 gallons coach body varnish.....	\$6 00 per gallon.
250 gallons alcohol, 95 per cent. proof.....	4 10 per gallon.
To be delivered as required.	

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 40, linseed oil.

2,000 gallons linseed oil.....	\$2 19½ per gallon.
To be delivered as required.	

GEORGE ADAMS, Boston. Date of contract, August 20, 1864.

Class No. 41, glass.

100 lights, 9 by 12 inches, double thick first quality glass.	\$0 22 per light.
100 lights, 10 by 12 inches, double thick first quality glass.	26 per light.
100 lights, 10 by 14 inches, double thick first quality glass.	32 per light.
300 lights, 10 by 16 inches, double thick first quality glass.	42 per light.
200 lights, 8 by 10 inches, double thick first quality glass.	12 per light.
400 lights, 12 by 16 inches, double thick first quality glass.	48 per light.
200 lights, 14 by 18 inches, double thick first quality glass.	62 per light.
50 lights, 14 by 20 inches, double thick first quality glass.	70 per light.
100 lights, 16 by 24 inches, double thick first quality glass.	1 00 per light.
50 lights, 24 by 30 inches, double thick first quality glass.	3 75 per light.
250 port lights, 7 inches diameter, 1½ inch thick, per sample.	3 25 each.
50 deck lights, 9 inches diameter, 1½ inch thick, per sample.	5 00 each.
50 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	8 50 each.
50 magazine lenses, 9 inches diameter, 1¼ inch thick, polished, (clear)	4 75 each.

To be delivered as required.

SOUTHARD, HERBERT & Co., Boston. Date of contract, August 25, 1864.

Class No. 44, fish oil.

300 gallons fish oil.....	\$1 33 per gallon.
To be delivered as required.	

SOUTHARD, HERBERT & Co., Boston. Date of contract, August 25, 1864.

Class No. 45, tallow, soap.

200 pounds best castile soap.....	\$0 18½ per pound.
1,000 pounds pure beef tallow	21 per pound.
200 pounds pulverized black lead	9½ per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 47, ship chandlery.

50 water-closet basins, china, per sample.....	\$10 00 each.
100 yards satinete, per sample.....	3 00 per yard.
200 pounds muriatic acid.....	20 per pound.
200 pounds sulphuric acid.....	20 per pound.
50 pounds sal ammoniac.....	35 per pound.
300 pounds borax.....	75 per pound.

40 pounds sheet mica, 4 by 6 inches.....	\$12 00 per pound.
50 pounds potash	25 per pound.
100 pounds lampwicking.....	1 75 per pound.
25 pounds lump pumice-stone.....	15 per pound.
300 pounds white chalk.....	10 per pound.
25 pounds red chalk.....	15 per pound.
50 pounds mop yarn.....	1 50 per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Charlestown, Massachusetts, in 1864-'65.

J. A. SIBLEY, Fulton, N. Y. Date of contract, September 27, 1864.

Class No. 1, white oak logs.

150,000 cubic feet white oak plank stock logs..... \$0 79 per cubic foot.

To be delivered as required.

J. A. SIBLEY, Fulton, N. Y. Date of contract, August 29, 1864.

Class No. 2, white oak keel pieces.

16 white oak keel pieces, sided 18 inches, and moulded
20 inches, from 40 feet to 60 feet in length, esti-
mated to contain 2,200 cubic feet..... \$0 85 per cubic foot.

To be delivered as required.

RICHARD DUNBAR, Washington. Date of contract, August 17, 1864.

Class No. 3, white oak curved timber.

40,000 cubic feet white oak curved timber..... \$0 90 per cubic foot.

To be delivered as required.

DANIEL S. GRICE, Philadelphia. Date of contract, September 27, 1864.

Class No. 4, white oak plank.

100,000 feet, board measure, 5-inch white oak plank.... \$74 00 per M feet.
150,000 feet, board measure, 4½-inch white oak plank.... 74 00 per M feet.
150,000 feet, board measure, 4-inch white oak plank.... 74 00 per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 10, white pine mast and spar timber.

4 white pine masts, 76 feet long, 24 inches diameter at $\frac{1}{3}$ the
length from the butt, diameter at top end 20 inches.... \$144 00 each.
6 white pine masts, 72 feet long, 22 inches diameter at $\frac{1}{3}$ the
length from the butt, diameter at the top end 18 inches.. 110 00 each.
8 white pine masts, 65 feet long, 18 inches diameter at $\frac{1}{3}$ the
length from the butt, diameter at the top end 14 inches.. 81 00 each.

To be delivered as required.

DANIEL S. GRICE, Philadelphia. Date of contract, August 29, 1864.

Class No. 11, white pine logs, plank, and boards.

6,000 cubic feet white pine logs	\$0 55	per cubic foot.
50,000 feet, board measure, white pine plank, No. 2, from 4 to 6 inches	50 00	per M feet.
300,000 feet, board measure, No. 2 white pine plank, from $\frac{1}{4}$ to 4 inches	50 00	per M feet.
300,000 feet, board measure, No. 2 1-inch white pine boards	47 00	per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 12, white pine deck and stage plank.

175,000 feet white pine deck plank, $2\frac{1}{2}$ and $4\frac{1}{2}$ inches..	\$50 00	per M feet.
100,000 feet white pine stage plank, 3 inches	33 00	per M feet.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 13, ash logs and plank, 1864-'65.

50,000 feet, board measure, clear white ash plank, $1\frac{1}{2}$ to 2 inches	\$60 00	per M feet.
25,000 feet, board measure, clear white ash plank and boards, $1\frac{1}{4}$ to 5 inches	60 00	per M feet.
10,000 feet, board measure, clear white ash plank, $2\frac{1}{2}$ to 5 inches	60 00	per M feet.
2,000 cubic feet round ash logs, 14 feet long, 14 inches diameter at the top end	60	per cubic foot.

To be delivered as required.

WINSOR & WHITNEY, Boston. Date of contract, August 19, 1864.

Class No. 14, ash oars.

5,000 feet white ash oars, from 10 to 18 feet long	\$0 10	per foot.
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To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 16, black walnut and cherry.

40,000 feet, board measure, black walnut, 1 to 4 inches thick	\$120 00	per M feet.
10,000 feet, board measure, Saint Domingo mahogany plank, 1 to $3\frac{1}{2}$ inches thick	25	per foot.
10,000 feet, board measure, cherry, from 1 to 3 inches thick	90 00	per M feet.
30,000 feet, board measure, white wood, $\frac{1}{2}$ -inch	$4\frac{1}{2}$	per foot.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 18, locust.

5,000 cubic feet yellow locust	\$2 00	per cubic foot.
100,000 locust treenails, in length 18 to 30 inches, and to work not less than $1\frac{1}{4}$ -inch in diameter..	65 00	per M.

To be delivered as required.

BUSH & MILLS, Boston. Date of contract, August 27, 1864.

Class No. 19, white oak staves and heading.

10,000 pieces white oak staves, in length 56 inches.....	\$0 25	per piece
2,000 pieces white oak heading, in length 32 inches...	17	per piece.
1,000 pieces ash barrel staves.....	5 00	per 100.

To be delivered as required.

TRICKEY & JEWETT, Boston. Date of contract, August 25, 1864.

Class No. 20, black spruce.

12 spruce spars, 55 feet long, 22 inches diameter.....	\$30 00	each.
13 spruce spars, 50 feet long, 20 inches diameter.....	25 00	each.
20 spruce spars, 50 feet long, 18 inches diameter.....	20 00	each.
500 spruce poles, from 3 to 4 inches diameter.....	1 50	each.
300 spruce spars, from 5 to 7 inches diameter.....	2 50	each.

To be delivered as required.

W. E. COFFIN & Co., Boston. Date of contract, August 27, 1864.

Class No. 25, iron.

250,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches.....	\$0 10	per pound.
20,000 pounds round iron, from $2\frac{5}{8}$ to 3 inches.....	11	per pound.
10,000 pounds round iron, from $3\frac{1}{4}$ to 7 inches.....	17	per pound.
175,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide.....	11	per pound.
3,000 pounds No. 17 hoop iron, 1 inch wide.....	10	per pound.
2,000 pounds No. 18 hoop iron, $\frac{3}{4}$ inch wide.....	12	per pound.
500 pounds No. 15 hoop iron, $1\frac{1}{8}$ inch wide.....	11	per pound.
5,000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, $1\frac{1}{2}$ to $3\frac{1}{2}$ inches wide.....	16	per pound.
5,000 pounds sheet iron, Nos. 15 to 25.....	11	per pound.
5,000 pounds spike rods, $\frac{1}{4}$ to $\frac{1}{2}$ inch.....	11	per pound.

To be delivered as required.

GEORGE ADAMS, Boston. Date of contract, August 20, 1864.

Class No. 26, steel.

3,000 pounds cast steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches, square.....	\$0 48	per pound.
1,000 pounds cast steel, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches, round.....	38	per pound.
300 pounds shear steel, $\frac{1}{2}$ to 24 inches, flat.....	48	per pound.
1,000 pounds blister steel, large size.....	38	per pound.

To be delivered as required.

W. E. COFFIN & Co., Boston. Date of contract, August 27, 1864.

Class No. 27, iron spikes.

75,000 pounds wrought iron spikes, from 3 to 10 inches long.....	\$0 12 $\frac{4}{10}$	per pound.
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To be delivered as required.

W. A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 28, iron nails, wrought and cut.

3,000 pounds wrought-iron nails, from 6d. to 30d.....	\$0 27	per pound.
1,000 pounds wrought-iron boat nails, $1\frac{1}{2}$ to $3\frac{1}{2}$ inches..	30	per pound.

1,500 pounds wrought-iron clout nails, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch.	\$0 25	per pound.
10,000 pounds iron cut nails, 4d. to 60d.	15	per pound.
1,000 pounds iron cut sheathing nails, 3 inches.....	15	per pound.
2,000 pounds finishing nails, from 1 to 2 inches.....	27	per pound.
600 pounds cut brad-head nails, from 4d. to 10d.....	15	per pound.
To be delivered as required.		

EATON & GAGE, New York. Date of contract, August 24, 1864.

Class No. 30, lead.

50 000 pounds drawn lead pipe, from $\frac{1}{2}$ to $4\frac{1}{2}$ inches diameter	\$0 24	per pound.
100, 000 pounds sheet lead, from 3 to 20 pounds to the foot	26	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 31, zinc, tin, and solder.

20, 000 pounds sheet zinc.....	\$0 40	per pound.
30, 000 pounds pig zinc.....	28	per pound.
50, 000 pounds Streights tin.....	1 00	per pound.
200 pounds brazier's solder.....	70	per pound.
50 boxes tin plate, XD.....	42 00	per box.
50 boxes tin plate, IXSD.....	75 00	per box.
50 boxes tin plate, 14 by 20 inches, IX.....	55 00	per box.
10 boxes tin plate, 14 by 12 inches, IX.....	50 00	per box.
300 pounds pewter solder.....	55	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 33, hardware.

500 pounds burrs, copper, assorted.....	\$1 50	per pound.
100 dozen buttons, plate brass.....	2 50	per dozen.
20 dozen bolts, flush, brass, 6 by $1\frac{1}{4}$ inch.....	9 00	per dozen.
12 dozen bolts, neck, brass, 6 inches.....	10 50	per dozen.
1, 000 pounds brass, sheet, assorted.....	1 20	per pound.
50 dozen escutcheons, thread-brass, assorted.....	1 00	per dozen.
20 dozen door locks, brass, mortise, No. 9 and No 7..	30 00	per dozen.
500 pairs brass butt hinges, 2 by $1\frac{1}{2}$ inch shifting pins.	50	per pair.
300 pairs brass butt hinges, $2\frac{1}{2}$ by 2 inch shifting pins.	90	per pair.
400 pairs brass butt hinges, 4 by 4 inch shifting pins..	2 75	per pair.
200 pairs brass butt hinges, 3 inch stationary pins..	1 00	per pair.
200 pairs brass butt hinges, 2 by $1\frac{1}{4}$ inch stationary pins	35	per pair.
200 pairs iron butt hinges, 2 by $1\frac{1}{2}$ to 4 by 4 inches..	25	per pair.
200 pairs brass butt hinges, $1\frac{1}{2}$ by 1 inch stationary pins	25	per pair.
50 dozen cabin-door hooks, brass, 6 inches.....	6 50	per dozen.
20 dozen iron side hooks and eyes, $2\frac{1}{2}$ inches.....	50	per dozen.
25 dozen blank drawer-lock keys.....	50	per dozen.
50 dozen iron padlocks.....	6 00	per dozen.
50 dozen brass padlocks.....	18 00	per dozen.
20 dozen brass dead locks, 5 inches.....	45 00	per dozen.

40 dozen mortise locks, No. 9, with mineral knobs and trimmings	\$70 00	per dozen.
20 dozen mortise locks, No. 9, with glass octagon knobs and silver-plated trimmings, complete..	85 00	per dozen.
50 dozen drawer locks, 2½ inches	10 00	per dozen.
24 dozen cupboard locks, 3½ inches, right and left..	12 00	per dozen.
20 dozen iron closet locks, 2½ and 4 inches, right and left... ..	4 00	per dozen.
50 dozen pantry hooks, brass	80	per dozen.
20 dozen brass knobs and spindles	19 00	per dozen.
500 pounds coppersmiths' copper rivets	1 50	per pound.
2, 000. pounds copper boat rivets	1 50	per pound.
400 pounds coopers' iron rivets, 3 <i>d.</i> , 4 <i>d.</i> , 5 <i>d.</i> , 6 <i>d.</i> ...	30	per pound.
1, 000 12-pound iron rivets	5 00	per M.
1, 000 10-pound iron rivets	4 50	per M.
1, 000 8-pound iron rivets	3 00	per M.
1, 500 6-pound iron rivets	2 30	per M.
2, 500 4-pound iron rivets	2 00	per M.
2, 500 3-pound iron rivets	1 60	per M.
700 gross brass screws, gimlet points, Nos. 4 to 26..	9 50	per gross.
400 gross iron screws, gimlet points, Nos. 3 to 24...	4 00	per gross.
500, 000 copper cut tacks, $\frac{5}{8}$ to $\frac{7}{8}$ inch	1 50	per M.
20, 000 iron gimp tacks	18	per M.
50, 000 iron cut tacks	18	per M.
500 pounds bench vices, small bench	1 50	per pound.
5, 000 pounds brass wire, assorted	1 25	per pound.
100 water-closet basins, china	6 25	each.
400 pounds wood screw bolts, assorted, 3 to 4 inches..	30	per pound.
600 pounds composition nails, $\frac{3}{4}$ inch	75	per pound.
To be delivered as required.		

WILLIAM A. WHEELER, New York. Date of contract, August 23, 1864.

Class No. 34, tools for stores, &c.

75 adzes, carpenters', handled	\$5 00	each.
20 adzes, hollow, handled	5 00	each.
30 adzes, coopers', handled	5 00	each.
75 axes, broad, handled	6 00	each.
20 axes, coopers', handled	6 00	each.
150 axes, wood, handled	2 50	each.
24 axes, pick, with hoe combined, handled	3 00	each.
20 dozen awls, brad, handled	1 25	per dozen.
3 dozen awls, wire, handled	1 25	per dozen.
12 dozen awls, shoemakers', handled	1 25	per dozen.
24 anvils, estimated at 140 lbs. each, say 3,360 pounds	25	per pound.
36 braces and bits, complete, 48 bits	25 00	per set.
36 bevels, steel-tongued	80	each.
30 balances, spring, to weigh 25 pounds each	1 40	each.
30 balances, spring, to weigh 50 pounds each	3 50	each.
20 crows, coopers'	1 50	each.
12 dozen compasses, carpenters'	60	each.
3 dozen compasses, armorers'	20 00	per dozen.
20 dozen chisels, firmer, assorted, handled	8 00	per dozen.
18 dozen chisels, socket, assorted, handled	25 00	per dozen.
30 diamonds, glaziers'	6 50	each.

20 filters, with cock and coupling complete.....	\$10 00	each.
30 dozen nail gimlets, assorted.....	60	per dozen.
20 dozen spike gimlets, assorted.....	1 50	per dozen.
2 dozen carpenters' gauges.....	13 00	per dozen.
18 dozen firmer gouges, handled, assorted.....	9 00	per dozen.
18 dozen socket gouges, handled, assorted.....	30 00	per dozen.
24 hammers, tinners', handled.....	1 00	each.
24 hammers, saddlers', handled.....	1 00	each.
24 hammers, coopers', handled.....	2 50	each.
24 hammers, rivet, handled.....	1 00	each.
150 hammers, claw, handled.....	1 00	each.
150 hatchets, cast steel, handled.....	1 50	each.
100 drawing knives, 12-inch.....	2 50	each.
12 pitch kettles, 20 inches diameter at top.....	6 00	each.
24 glue kettles.....	10 00	each.
36 iron ladles.....	1 50	each.
12 sets castings and tools for turning lathe, complete, for wood and iron.....	20 00	each.
48 moulding planes.....	2 50	each.
30 grooving planes, width of iron $\frac{1}{4}$ to 1 inch.....	2 50	each.
75 smoothing planes, width of iron $\frac{3}{4}$ to 2 inches....	2 00	each.
75 carpenters' short-jointer planes.....	3 00	each.
75 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch.....	1 25	each.
50 jack planes.....	2 25	each.
75 pincers, assorted.....	50	each.
75 pliers, cutting, and assorted.....	1 50	each.
80 rules, 2 feet, double and single jointed.....	1 10	each.
50 wood rasps, assorted.....	1 25	each.
75 wood-saws.....	1 50	each.
75 handsaws.....	3 00	each.
100 hack saws, with frames.....	3 00	each.
50 hack-saw blades.....	1 25	each.
24 dovetail saws.....	2 50	each.
50 compass saws, 10 and 15 inches.....	1 10	each.
50 keyhole saws and pads, 6 and 12 inches.....	2 00	each.
50 tenon saws.....	3 00	each.
36 saw-sets.....	30	each.
12 scales, beam, to weigh 1,000 pounds.....	19 00	each.
24 jack screws, $2\frac{1}{2}$ feet, equal to Ballard's.....	30 00	each.
75 spokeshaves.....	2 00	each.
50 iron squares, 2 feet.....	1 00	each.
24 steel squares, 2 feet.....	3 00	each.
1,000 ship scrapers, steel blades, handled.....	60	each.
36 tinners' bench shears.....	9 00	each.
36 tinners' hand shears.....	6 00	each.
24 edging stakes.....	10 50	each.
24 planishing stakes.....	13 00	each.
100 screwdrivers, assorted.....	1 00	each.
24 pairs scissors, assorted.....	1 00	each.
50 hand vices.....	1 50	each.
12 sets turning tools, for wood.....	8 00	per set.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 36, white lead.

60,000 pounds pure dry white lead.....	\$0 22½	per pound.
20,000 pounds dry red lead.....	20	per pound.
3,000 pounds litharge, dry.....	20	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 37, zinc paints.

10,000 pounds white zinc paint, in oil.....	\$0 13½	per pound.
5,000 pounds white zinc paint, dry.....	9½	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 38, colored paints.

40,000 pounds whiting, dry.....	\$0 3¾	per pound.
2,000 pounds French yellow ochre, dry.....	6	per pound.
50 pounds Turkey umber, dry.....	6	per pound.
40 pounds terra de sienna.....	10	per pound.
100 pounds chrome yellow, dry.....	20	per pound.
2,000 pounds chrome green, dry.....	10	per pound.
20 pounds Indian red, dry.....	25	per pound.
2,000 pounds Venetian red, dry, English.....	4	per pound.
40 pounds Chinese vermilion, dry.....	1 75	per pound.
40 pounds Chinese blue, dry.....	90	per pound.
60 pounds ultramarine blue, dry.....	50	per pound.
500 pounds brown manganese.....	5	per pound.
25 pounds ivory black.....	23	per pound.
50 pounds Vandyke brown.....	6	per pound.
3,000 pounds gum shellac.....	1 17	per pound.
1,000 pounds New Zealand gum copal.....	41	per pound.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 39, turpentine and varnish.

300 gallons copal varnish.....	\$4 50	per gallon.
500 gallons spirits of wine, 95 per cent. proof.....	4 00	per gallon.
50 gallons coach varnish.....	5 00	per gallon.
300 gallons white demar varnish.....	4 75	per gallon.
200 gallons bright varnish.....	75	per gallon.
500 gallons naphtha.....	42	per gallon.

To be delivered as required.

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 40, linseed oil.

10,000 gallons linseed oil, raw.....	\$1 97½	per gallon.
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To be delivered as required.

GEORGE ADAMS, Boston. Date of contract, August 26, 1864.

Class No. 41, glass.

5,000 feet double thick German glass, sizes as may be required.....	\$0 40	per foot.
100 clear polished magazine lenses, 14 inches diameter, 1½ inch thick.....	9 75	each.
100 clear polished magazine lenses, 10 inches diameter, 1½ inch thick.....	6 75	each.
To be delivered as required.		

SOUTHARD, HERBERT & Co., Boston. Date of contract, August 25, 1864.

Class No. 44, whale oil.

1,000 gallons whale oil.....	\$1 43½	per gallon.
To be delivered as required.		

SOUTHARD, HERBERT & Co., Boston. Date of contract, August 25, 1864.

Class No. 45, tallow, soap, and sweet oil.

3,000 pounds pure beef tallow.....	\$0 21	per pound.
1,500 pounds best hard brown soap.....	16	per pound.
1,000 pounds old Castile soap.....	19	per pound.
50 gallons sweet oil.....	3 00	per gallon.
To be delivered as required.		

LOCKWOOD & COLLINS, New York. Date of contract, August 27, 1864.

Class No. 47, ship-chandlery.

1,000 pounds refined borax.....	\$0 49	per pound.
2,000 pounds white chalk.....	5	per pound.
50 pounds red chalk.....	10	per pound.
4 reams crocus martis cloth.....	50 00	per ream.
24 bundles Coopers' flags.....	50	per bundle.
24 grindstones, 120 pounds, mounted....	20 00	each.
1,000 pounds best white glue.....	40	per pound.
100 chalk lines, 80 to 100 feet each.....	50	each.
24 measuring lines, metallic, 100 feet each.....	20 00	each.
50 jars chloride of lime, in 20-pound jars.....	6 00	each.
50 oil stones, say 36 pounds.....	1 00	per pound.
36 paint stones and muller.....	20 00	each.
200 pounds potash.....	20	per pound.
100 reams sandpaper, assorted.....	4 00	per ream.
100 pounds sal ammoniac.....	50	per pound.
1,000 pounds soda ash.....	10	per pound.
200 pounds rotten-stone, in lumps.....	10	per pound.
100 pounds thrumbs.....	1 00	per pound.
To be delivered as required.		

Schedule of materials required at the United States navy yard, Brooklyn, New York, in 1864-'65.

JAMES BIGLER, Newburg, New York. Date of contract, August 19, 1864.

Class No. 1, white oak logs.

150,000 cubic feet white oak plank stock logs..... \$0 63 per cubic foot.
To be delivered as required.

J. A. SIBLEY, Fulton, New York. Date of contract, August 29, 1864.

Class No. 2, white oak keel pieces.

30 keel pieces, 46 to 52 feet long, sided 17 inches,
moulded 19 inches; estimated to measure
3,297 cubic feet..... \$0 75 per cubic foot.
To be delivered as required.

W. M. SHAKESPEARE, Dover, Delaware. Date of contract, August 24, 1864.

Class No. 3, white oak curved timber.

50,000 cubic feet white oak curved timber..... \$0 95 per cubic foot.
600 root boat knees, 5 to 8 inches, averaging $6\frac{1}{2}$
inches square, and in square..... 16 00 each.
To be delivered as required.

F. S. BLETZ, Columbia, Pennsylvania. Date of contract, September 13, 1864.

Class No. 4, white oak plank.

40,000 board feet best 3-inch plank.....	\$60 00	per M feet.
70,000 board feet best $3\frac{1}{2}$ -inch plank.....	60 00	per M feet.
70,000 board feet best 4-inch plank.....	60 00	per M feet.
100,000 board feet best $4\frac{1}{2}$ -inch plank.....	60 00	per M feet.
100,000 board feet best 5-inch plank.....	60 00	per M feet.
100,000 board feet best $5\frac{1}{2}$ -inch plank.....	60 00	per M feet.
100,000 board feet best 6-inch plank.....	60 00	per M feet.

To be delivered as required.

F. S. BLETZ, Columbia, Pennsylvania. Date of contract, September 13, 1864.

Class No. 9, white oak boards and plank.

20,000 board feet 1-inch best white oak boards, from 20 to 30 feet long.....	\$60 00	per M feet.
6,000 board feet $1\frac{1}{4}$ -inch best white oak plank, 35 feet long.....	60 00	per M feet.
10,000 board feet $1\frac{1}{2}$ -inch best white oak plank, 35 feet long.....	60 00	per M feet.
10,000 board feet 2-inch best white oak plank, 35 feet long.....	60 00	per M feet.
10,000 board feet $2\frac{1}{2}$ -inch best white oak plank, from 30 to 40 feet long.....	60 00	per M feet.

To be delivered as required.

J. S. LOOMIS, Brooklyn, New York. Date of contract, August 27, 1864.

Class No. 11, white pine timber and logs.

25, 000 cubic feet white pine logs, No. 1.....	\$0 35	per cubic foot.
200, 000 feet, board measure, white pine boards, No. 1, from $\frac{1}{2}$ to 1 inch, inclusive.....	55 00	per M feet.
400, 000 feet, board measure, white pine boards, No. 2, from $\frac{1}{2}$ to 1 inch, inclusive.....	45 00	per M feet.
200, 000 feet, board measure, white pine plank, No. 1, from $1\frac{1}{8}$ to 2 inches, inclusive.....	55 00	per M feet.
75, 000 feet, board measure, white pine plank, No. 1, from $2\frac{1}{8}$ to 3 inches, inclusive.....	55 00	per M feet.
10, 000 feet, board measure, white pine plank, No. 1, from $3\frac{1}{8}$ to 4 inches, inclusive.....	55 00	per M feet.
400, 000 feet, board measure, white pine plank, No. 2, from $1\frac{1}{4}$ to 2 inches, inclusive.....	50 00	per M feet.
20, 000 feet, board measure, white pine plank, No. 2, from $2\frac{1}{8}$ to $3\frac{1}{2}$ inches, inclusive.....	50 00	per M feet.
50, 000 feet, board measure, white pine box boards.	34 00	per M feet.
200, 000 feet, board measure, white pine stage plank, 3 inches thick, 35 to 45 feet in length..	40 00	per M feet.
8, 000 pieces Albany plank, No. 2.....	40	per piece.
10, 000 pieces Albany boards, No. 2.....	40	per piece.

To be delivered as required.

WATSON & PERTINGER, Brooklyn, N. Y. Date of contract, August 22, 1864.

Class No. 13, ash plank.

100, 000 feet, board measure, clear white ash plank, $1\frac{1}{8}$ to 2 inches.....	\$59 00	per M feet.
50, 000 feet, board measure, clear white ash plank, $2\frac{1}{8}$ to 4 inches.....	59 00	per M feet.

To be delivered as required.

L. O. SOUTHMAYD, New York. Date of contract, August 23, 1864.

Class No. 14, ash oars.

50,000 feet white ash oars, from 10 to 18 feet long..	\$0 09 $\frac{7}{10}$	per foot.
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To be delivered as required.

LEWIS O. SOUTHMAYD, New York. Date of contract, September 23, 1864.

Class No. 15, hickory bars and handspikes.

75 white heart hickory bars, from 12 to 14 feet long	\$3 10	each.
500 white heart hickory handspikes, 8 feet long, 6 inches square at the but.....	1 70	each.

To be delivered as required.

J. W. DURVEE, New York. Date of contract, August 30, 1864.

Class No. 16, black walnut and cherry.

25, 000 feet, board measure, black walnut, $\frac{5}{8}$ to $\frac{1}{2}$ inch thick.....	\$90 00	per M feet.
10, 000 feet, board measure, black walnut, from $1\frac{1}{2}$ to 3 inches thick.....	95 00	per M feet
500 feet, board measure, cherry boards, 1 inch..	60 00	per M feet

To be delivered as required.

BINGHAM & ANTHONY, New York. Date of contract, August 29, 1864.

Class No. 17, cedar.

75,000 feet, board measure, clear cedar boards and
plank, from $\frac{7}{8}$ to $1\frac{1}{4}$ inch \$72 50 per M feet.
To be delivered as required.

WATSON & PETTINGER, New York. Date of contract, August 22, 1864.

Class No. 18, locust.

1, 500 cubic feet best yellow locust..... \$2 00 per cubic foot.
20, 000 best Long Island locust treenails, riven $1\frac{3}{8}$
inch square, 20 to 24 inches long..... 45 00 per M.
20, 000 best Long Island locust treenails, riven $1\frac{1}{2}$
inch square, 24 to 28 inches long..... 60 00 per M.
10, 000 best Long Island locust treenails, riven $1\frac{3}{4}$
inch square, 28 to 30 inches long..... 84 00 per M.
To be delivered as required.

J. W. FLINN, New York. Date of contract, September 2, 1864.

Class No. 19, white oak staves and heading.

5, 000 pieces extra heavy white oak staves, 54 inches \$0 24 per piece.
10, 000 pieces white oak staves, in length 54 inches. 23 $\frac{1}{2}$ per piece.
5, 000 pieces white oak staves, in length 42 inches. 15 per piece.
3, 000 pieces white oak heading, in length 32 inches 14 per piece.
5, 000 pieces white oak barrel staves, in length 32
inches 12 per piece.
5, 000 pieces prime white ash barrel staves 6 $\frac{1}{2}$ per piece.
6, 000 tight barrel hoop-poles, hickory 5 $\frac{1}{2}$ per piece.
To be delivered as required.

WATSON & PETTINGER, New York. Date of contract, August 22, 1864.

Class No. 20, black spruce.

30 pieces black spruce spars, 40 to 45 feet long. \$9 00 each.
20 pieces black spruce spars, 45 to 50 feet long. 12 00 each.
10 pieces black spruce spars, 50 to 55 feet long. 18 00 each.
10 pieces black spruce spars, 55 to 60 feet long. 27 00 each.
10 pieces black spruce spars, 60 to 65 feet long. 33 00 each.
10 pieces black spruce spars, 65 to 70 feet long. 48 00 each.
10 pieces black spruce spars, 70 to 75 feet long. 68 00 each.
7, 000 inches black spruce spars, from 5 to 10 inches
diameter 40 per inch.
150 spruce poles, 2 $\frac{1}{2}$ inches diameter, 20 feet long 50 each.
300 spruce poles, 4 $\frac{1}{2}$ inches diameter, 25 feet long 1 00 each.
500 spruce shores, 7 inches diameter, 25 to 30 feet
long 2 80 each.
To be delivered as required.

WATSON & PETTINGER, New York. Date of contract, August 22, 1864.

Class No. 22, mahogany.

2, 000 feet, board measure, St. Domingo mahogany, from $\frac{1}{2}$ to 2 inches thick	\$0 30	per foot.
1, 000 feet, board measure, St. Domingo mahogany, 6 by 6	28	per foot.
To be delivered as required.		

LOCKWOOD & COLLINS, New York. Date of contract, August 27, 1864.

Class No. 25, iron, round, flat, and square.

600, 000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches ...	\$0 16	per pound.
100, 000 pounds round iron, from $2\frac{3}{8}$ to 3 inches	16	per pound.
75, 000 pounds round iron, from $3\frac{1}{4}$ to 6 inches	16	per pound.
134, 000 pounds square iron, from $\frac{3}{8}$ to $2\frac{1}{2}$ inches ...	16	per pound.
30, 000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches ..	16	per pound.
350, 000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide	16	per pound.
10, 000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide	20	per pound.
75, 000 pounds flat iron, from $\frac{3}{8}$ to $\frac{5}{8}$ inch thick, from 7 to 12 inches wide	20	per pound.
20, 000 pounds hoop iron, from $\frac{1}{16}$ to $\frac{3}{8}$ inch thick, from $\frac{3}{4}$ to $2\frac{1}{4}$ inches wide	35	per pound.
30, 000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	30	per pound.
6, 000 pounds iron nail rods	25	per pound.
500 pounds wrought-iron clinch rings, $\frac{1}{4}$ to $1\frac{1}{2}$ inch	30	per pound.
5, 000 pounds wrought-iron square nuts, (assorted)	35	per pound.
5, 000 pounds wrought-iron six-sided nuts, (assorted)	35	per pound.
To be delivered as required.		

BINGHAM & ANTHONY, New York. Date of contract, September 23, 1864.

Class No. 26, steel.

5, 000 pounds extra cast steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches square	\$0 65	per pound.
1, 500 pounds extra cast steel, from $2\frac{5}{8}$ to 4 inches square	65	per pound.
3, 000 pounds octagon steel, extra, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches square	63	per pound.
2, 000 pounds German steel, assorted	40	per pound.
2, 000 pounds blister steel, assorted	30	per pound.
To be delivered as required.		

BINGHAM & ANTHONY, New York. Date of contract, September 23, 1864.

Class No. 27, iron spikes.

2, 000 pounds hand-made wrought-iron spikes, 3 inches long	\$0 19 $\frac{1}{2}$	per pound.
5, 000 pounds hand-made wrought-iron spikes, 4 inches long	19 $\frac{1}{2}$	per pound.
10, 000 pounds hand-made wrought-iron spikes, 5 inches long	19 $\frac{1}{2}$	per pound.

15,000 pounds hand-made wrought-iron spikes, 6 inches long.....	\$0 19½	per pound.
20,000 pounds hand-made wrought-iron spikes, 7 inches long.....	19½	per pound.
20,000 pounds hand-made wrought-iron spikes, 8 inches long.....	17½	per pound.
5,000 pounds hand-made wrought-iron spikes, 9 inches long.....	17	per pound.

To be delivered as required.

BINGHAM & ANTHONY, New York. Date of contract, August 29, 1864.

Class No. 28, iron nails, wrought cut.

2,000 pounds wrought-iron nails, 4d to 20d.....	\$0 32	per pound.
1,000 pounds wrought-iron nails, 2 to 5 inches long	30	per pound.
500 pounds wrought-iron clout nails, ½ to 1¼ inch long	25	per pound.
3,000 pounds wrought-iron boat nails, 4d to 40d..	58	per pound.
100,000 pounds cut-iron nails, 4d to 40d.....	10	per pound.
2,000 pounds cut-iron finishing nails, from ¾ to 2 inches long.....	10	per pound.
2,000 pounds iron brad-head nails, 4d to 12d....	10	per pound.
100 pounds iron cut brads, ½ to 1¼ inch long...	15	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, September 19, 1864.

Class No. 30, lead.

20,000 pounds drawn lead pipe, ½ to 3½ inches diameter	\$0 39	per pound.
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To be delivered as required.

W. A. WHEELER, New York. Date of contract, September 19, 1864.

Class No. 31, zinc, tin.

500 pounds sheet zinc.....	\$0 40	per pound.
5 boxes tin plate, IX, 10 by 14.....	45 00	per box.
5 boxes tin plate, IX, 14 by 20.....	45 00	per box.
30 boxes tin plate, IC, 10 by 14.....	40 00	per box.
30 boxes tin plate, IC, 14 by 20.....	40 00	per box.
14 boxes tin plate, S D X, 11 by 15.....	68 00	per box.
4,000 pounds Straights tin.....	90	per pound.
120 pounds spelter solder.....	70	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, September 17, 1864.

Class No. 33, hardware.

500 pounds burrs, copper, assorted.....	\$1 20	per pound.
55 dozen buttons, plate, brass, 1½ and 2 inch.....	1 50	per dozen.
20 dozen bolts, flush, brass, 4 inch.....	4 00	per dozen.
10 dozen bolts, neck, brass, 5 inch	12 00	per dozen.

20 dozen bulkhead bolts, 4 inch.....	\$12 00	per dozen.
10 dozen barrel bolts, 4 inch.....	12 00	per dozen.
10 dozen barrel bolts, 6 inch.....	14 00	per dozen.
1,000 pounds brass, sheet, assorted.....	90	per pound.
80 yards brass jack chain, No. 12.....	90	per yard.
100 yards iron jack chain.....	50	per yard.
50 dozen halter chains.....	13 00	per dozen.
50 sets fixed wheel casters, 1 ⁵ / ₈	2 00	per set.
5 sets socket casters.....	1 00	per set.
30 dozen escutcheons, mineral poppy drops.....	2 00	per dozen.
10 dozen escutcheons, silver-plated drop.....	5 00	per dozen.
50 dozen escutcheons, thread.....	30	per dozen.
15 pounds escutcheons, pins, brass, assorted.....	2 00	per pound.
75 dozen escutcheons, flat.....	1 00	per dozen.
150 pairs brass butt hinges, 4 inch shifting pins.....	2 00	per pair.
200 pairs brass butt hinges, 4 inch stationary pins....	1 80	per pair.
500 pairs brass butt hinges, 3 ¹ / ₂ inch stationary pins...	1 00	per pair.
1,000 pairs brass butt hinges, 3 inch stationary pins....	75	per pair.
1,500 pairs brass butt hinges, 2 ¹ / ₂ inch stationary pins...	50	per pair.
1,500 pairs brass butt hinges, 2 inch stationary pins....	40	per pair.
150 pairs secretary hinges and fastenings, complete, brass, 5 by 5.....	2 00	per pair.
20 dozen pairs table fastenings, 1 ¹ / ₄ inch.....	2 00	per dozen.
100 pairs table hinges, brass, 2 by 3 inches.....	90	per pair.
100 pairs iron butt hinges, 3 ¹ / ₂ by 3 ¹ / ₂ inches.....	30	per pair.
200 pairs back flap hinges, brass, 2 by 2 inches.....	60	per pair.
50 dozen cabin door hooks, brass, 4 inch.....	5 00	per dozen.
2 gross brass side hooks and eyes, 2 ¹ / ₂ inch.....	20 00	per gross.
10 gross cup hooks, 1 ¹ / ₂ inch.....	8 00	per gross.
4 dozen lamp hooks, brass.....	5 00	per dozen.
45 dozen pairs iron draw flush handles.....	5 00	per d'z.p'r.
20 gross black walnut knobs, assorted.....	3 00	per gross.
12 dozen brass knobs and spindles, 1 ¹ / ₄ to 2 ¹ / ₂ inch....	18 00	per dozen.
20 dozen brass knobs, ³ / ₄ inch.....	1 00	per dozen.
40 dozen white mineral knobs and spindles, 1 ¹ / ₄ to 2 ¹ / ₂ inch.....	10 00	per dozen.
50 dozen blank mortise lock keys.....	2 00	per dozen.
100 dozen blank till-lock keys.....	1 00	per dozen.
25 dozen blank padlock keys.....	1 00	per dozen.
40 dozen blank rim-lock keys.....	3 00	per dozen.
75 dozen iron padlocks, 2 ³ / ₄ inch.....	6 00	per dozen.
26 dozen brass dead locks, 5 ³ / ₄ inch.....	40 00	per dozen.
160 dozen brass drawer locks, 3 inch.....	15 00	per dozen.
125 dozen brass cupboard locks, 1 ¹ / ₂ to 4 inch, right and left.....	12 00	per dozen.
1 dozen brass desk locks, 3 inch.....	15 00	per dozen.
4 dozen brass chest locks, 4 inch.....	15 00	per dozen.
50 dozen brass rim locks, 5 inch.....	40 00	per dozen.
20 dozen 4-inch mortise locks, white porcelain furni- ture, complete.....	40 00	per dozen.
12 dozen iron chest locks, 4 inch.....	7 00	per dozen.
50 pounds coppersmiths' copper rivets.....	1 00	per pound.
300 pounds iron rivets, assorted.....	50	per pound.
10 dozen flush rings, brass.....	3 00	per dozen.
15 dozen secretary catches.....	10 00	per dozen.
1,600 gross brass screws, gimlet point, 4 to 16.....	5 00	per gross.

800 gross brass screws, gimlet point, 16 to 24.....	\$16 00	per gross.
1, 400 gross iron screws, gimlet point, 4 to 16.....	2 00	per gross.
600 gross iron screws, gimlet point, 16 to 24.....	3 50	per gross.
6 dozen sash springs, spiral.....	2 00	per dozen.
6 dozen sash springs, flat.....	2 00	per dozen.
500 M iron cut tacks.....	20	per M.
1, 000 pounds brass wire.....	96	per pound.
800 pounds copper wire, $1\frac{1}{4}$ inch.....	98	per pound.
150 pounds iron wire.....	19	per pound.
5 pounds blind wire.....	50	per pound.
80 water-closet fixtures, water-valves, stop-cocks, china basin, complete.....	30 00	each.
10 extra fixtures for water-closets.....	20 00	each.
24 water-closet cocks, with handles.....	4 00	each.
24 washers and plugs.....	1 25	each.
5 dozen washbasin plugs.....	10 00	per dozen.
To be delivered as required.		

W. A. WHEELER, New York. Date of contract, Sept. 19, 1864.

Class No. 34, tools for stores.

200 adzes, carpenters', handled.....	\$5 00	each.
50 adzes, hollow, handled.....	5 00	each.
100 adzes, coopers', handled.....	5 00	each.
100 axes, coopers', handled.....	6 00	each.
100 axes, broad, handled.....	6 00	each.
250 axes, wood, handled.....	2 50	each.
60 dozen brad awls, handled.....	1 25	per dozen.
60 anvils, estimated at 140 pounds each, say, 8,400 pounds.....	20	per pound.
100 bung-borers.....	5 50	each.
100 braces and bits, wood, complete, 48 bits.....	22 50	per set.
100 braces and bits, coopers', complete, 20 bits.....	6 00	per set.
100 tap-borers.....	1 50	each.
100 bevels, steel-tongued.....	80	each.
125 crows, coopers'.....	1 40	each.
30 dozen compasses, carpenters'.....	7 75	per dozen.
15 dozen compasses, armorers'.....	20 00	per dozen.
60 dozen chisels, from $\frac{1}{8}$ to 2 inches, assorted, handled	7 50	per dozen.
60 dozen chisels, socket, handled, $\frac{3}{4}$ to 3 inches.....	25 00	per dozen.
75 calipers, 10 to 24 inches.....	6 00	each.
50 sets alphabetical letters and figures, $\frac{1}{4}$ to $\frac{3}{8}$ inch, steel	8 00	each.
60 diamonds, glaziers'.....	8 00	each.
150 dozen taper files, 3 to 4 inches.....	3 50	per dozen.
75 dozen taper files, 5 to 6 inches.....	5 00	per dozen.
60 dozen half-round bastard files, 10 to 18 inches.....	25 00	per dozen.
60 dozen half-round smooth files, 6 to 18 inches.....	15 00	per dozen.
30 dozen square files, 3-square, 6 to 10 inches.....	10 00	per dozen.
20 dozen 4-square files, 8 to 14 inches.....	13 50	per dozen.
60 dozen flat bastard files, 8 to 16 inches.....	17 00	per dozen.
20 dozen whip-saw files, $\frac{5}{16}$ wide.....	5 00	per dozen.
30 dozen rat-tail files, assorted.....	15 00	per dozen.
30 dozen flat smooth files, 6 to 18 inches.....	24 00	per dozen.
125 dozen nail gimlets.....	60	per dozen.
125 dozen spike gimlets.....	1 40	per dozen.

100 dozen firmer gouges, handled, assorted, $\frac{1}{4}$ to 2 inches	\$8 25	per dozen.
50 dozen socket gouges, handled, assorted, $\frac{3}{4}$ to 3 inches	28 00	per dozen.
25 Ohio grindstones, 120 pounds each, mounted.....	10 00	each.
60 hammers, tinnern', handled.....	1 00	each.
60 hammers, saddlern', handled.....	1 00	each.
250 hammers, sledge, handled.....	2 75	each.
60 hammers, rivet, handled.....	80	each.
250 hammers, claw, handled... ..	1 00	each.
60 hammers, coppermiths', handled.....	1 50	each.
125 hatchets, cast-steel, handled.....	1 25	each.
60 coopers' marking irons.....	1 00	each.
125 drawing knives.....	2 25	each.
125 putty knives.....	30	each.
125 pallet knives.....	55	each.
150 pitch kettles, 16 to 20 inches diameter at top..	6 50	each.
150 glue kettles	10 00	each.
150 iron pitch ladles.....	3 00	each.
100 moulding planes.....	2 50	each.
20 turning lathes and tools, complete, for wood and iron	150 00	each.
100 ploughs, (8 bits).....	13 50	each.
60 grooving planes, width of iron $\frac{1}{4}$ to 1 inch.....	2 50	each.
50 short jointer planes.....	2 75	each.
200 smoothing planes.....	2 00	each.
50 long jointers, coopers'.....	4 00	each.
40 short jointers, coopers'.....	3 00	each.
150 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch.....	1 25	each.
125 jack planes.....	2 25	each.
60 pincers, assorted.....	50	each.
60 plyers, cutting and assorted.....	1 50	each.
200 rules, 2 feet, double and single jointed.....	1 10	each.
200 wood rasps, assorted.....	1 25	each.
10 dozen connecting shackles, from $\frac{3}{8}$ to 1 inch.....	4 00	per dozen.
100 wood-saws.....	1 75	each.
125 handsaws.....	3 00	each.
125 hand hack-saws.....	3 00	each.
60 cross-cut saws.....	7 25	each.
30 hack-saw blades.....	1 25	each.
50 dovetail saws.....	2 50	each.
60 compass saws, 10 to 15 inches.....	1 00	each.
80 sash saws.....	2 50	each.
100 keyhole saws and pads, 6 to 12 inches.....	1 75	each.
25 tenon saws.....	2 50	each.
25 saw-sets.....	30	each.
25 bench-screws.....	80	each.
200 clamp-screws.....	1 25	each.
60 jackscrews, 2 $\frac{1}{2}$ to 3 feet, equal to Ballard's.....	25 00	each.
250 spoke-shaves.....	1 50	each.
100 bucket-shaves, coopers'.....	2 25	each.
60 can-shaves, coopers'.....	2 25	each.
100 in-shaves, coopers'.....	2 25	each.
150 iron squares, 2 feet.....	75	each.
150 trying squares.....	1 25	each.
1, 200 ship scrapers, steel blades, handled.....	60	each.
60 tinnern' shears.....	9 00	each.
75 hand shears.....	5 75	each.
2 edging stakes.....	11 00	each.

2 planishing stakes.....	\$14 00	each.
60 screw plates and taps, large size.....	18 50	each.
60 screw plates and taps, small size.....	8 00	each.
11, 600 pounds bench vices, 3½ to 5½ inch jaws, say 100 in number.....	45	per pound.
60 hand vices.....	2 00	each.
150 wrenches, equal to Baxter's, 8, 10 and 12-inch....	4 00	each.
150 oil stones, say 225 pounds.....	3 50	per pound.
60 paint stones and mullers.....	5 00	each.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 38, colored paints, dryers.

20, 000 pounds black paint, in oil.....	\$0 09½	per pound.
33, 000 pounds red lead, dry.....	22½	per pound.
11, 000 pounds litharge, dry.....	22½	per pound.
20, 000 pounds whiting, dry.....	03½	per pound.
1, 500 pounds lampblack, dry.....	14	per pound.
40 pounds terre de sienna, in oil.....	23	per pound.
50 pounds terre de sienna, raw.....	12	per pound.
2, 000 pounds chrome green, dry.....	11	per pound.
1, 000 pounds verdigris, ground in oil.....	37	per pound.
30 pounds Chinese vermilion, dry.....	1 57	per pound.
300 pounds Prussian blue, dry.....	57	per pound.
10, 000 pounds gum shellac.....	1 24	per pound.
75 pounds Vandyke brown.....	03	per pound.
1, 000 pounds Venetian red, dry.....	03½	per pound.
2, 000 pounds sugar of lead.....	73	per pound.
400 pounds burnt umber, dry.....	06	per pound.
4, 500 pounds yellow ochre.....	06	per pound.
500 pounds chrome yellow, dry.....	24	per pound.
1, 400 pounds brown manganese.....	06	per pound.
3, 700 pounds patent dryer.....	11½	per pound.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 39, varnish.

200 gallons bright varnish.....	\$0 90	per gallon.
300 gallons Demar varnish.....	4 87	per gallon.
275 gallons coach varnish.....	5 75	per gallon.
480 gallons copal varnish.....	5 00	per gallon.
20 gallons harness varnish.....	4 00	per gallon.
370 gallons brown Japan varnish.....	4 37½	per gallon.
20 gallons black Japan varnish.....	1 50	per gallon.
2, 000 gallons shellac varnish.....	4 00	per gallon.
4, 000 gallons alcohol, 95 per cent.....	4 00	per gallon.
To be delivered as required.		

BANKER & CARPENTER, Boston. Date of contract, August 23, 1864.

Class No. 40, linseed oil.

22, 000 gallons linseed oil, raw.....	\$2 05	per gallon.
To be delivered as required.		

W. H. SHIELDS, New York. Date of contract, August 29, 1864.

Class No. 41, glass.

1, 200 lights, 9 by 12 inches, double thick crown glass	\$0 15	per light.
140 lights, 7 by 9 inches, double thick crown glass	15	per light.
1, 100 lights, 10 by 12 inches, double thick crown glass	18	per light.
100 lights, 8 by 10 inches, double thick crown glass	18	per light.
1, 200 lights, 10 by 14 inches, double thick crown glass	19	per light.
800 lights, 10 by 16 inches, double thick crown glass	23	per light.
400 lights, 12 by 12 inches, double thick crown glass	23	per light.
300 lights, 12 by 14 inches, double thick crown glass	23	per light.
500 lights, 12 by 16 inches, double thick crown glass	24	per light.
600 lights, 12 by 18 inches, double thick crown glass	24	per light.
400 lights, 14 by 18 inches, double thick crown glass	42	per light.
100 lights, 14 by 16 inches, double thick crown glass	40	per light.
200 lights, 14 by 20 inches, double thick crown glass	42	per light.
300 lights, 16 by 24 inches, double thick crown glass	68	per light.
200 lights, 24 by 30 inches, double thick crown glass	1 25	per light.
50 clear magazine lenses, 12 inches in diameter, 1½ inch thick, polished.....	6 00	each.
25 deck lights, 10 by 3.....	80	each.
100 deck lights, (prism).....	80	each.
9 dozen hexagon deck lights, 3-inch.....	9 00	per dozen.
40 air-port glasses, 7¼-inch.....	2 00	each.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, September 19, 1864.

Class No. 42, brushes.

200 dusting brushes.....	\$0 75	each.
3, 000 paint brushes.....	1 60	each.
200 varnish brushes.....	75	each.
200 sash tool brushes.....	50	each.
300 camel's hair brushes.....	10	each.

To be delivered as required.

SOUTHARD, HERBERT & Co., Boston. Date of contract, August 25, 1864.

Class No. 44, fish oil.

900 gallons fish oil.....	\$1 33	per gallon.
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To be delivered as required.

BINGHAM & ANTHONY, New York. Date of contract, August 29, 1864.

Class No. 45, tallow.

8, 000 pounds pure beef tallow.....	\$0 20	per pound.
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To be delivered as required.

BINGHAM & ANTHONY, New York. Date of contract, August 29, 1864.

Class No. 47, ship chandlery.

100 pounds borax.....	\$0 50	per pound.
40 bundles flags.....	10	per bundle.
4, 400 pounds spun cotton.....	60	per pound.
25 pounds sash cord, white.....	10	per pound.

1,000 pounds best white glue.....	\$0 40	per pound.
100 reams sandpaper, assorted.....	4 20	per ream.
10 pounds lampwick.....	25	per pound.
10 pounds pumice-stone	5	per pound.
400 pounds thrums	80	per pound.
300 chalk lines.....	10	each.
100 metallic tape lines.....	10 00	each.
5,000 pounds tarred sheathing paper.....	6	per pound.
100 sets truss hoops.....	4 50	per set.
To be delivered as required.		

Schedule of materials required at the United States navy yard, Philadelphia, Pa., in 1864-'65.

W. M. SHAKSPEARE. DATE OF CONTRACT, AUGUST 4, 1864.

Class No. 1, white oak logs.

30,000 cubic feet white oak plank stock logs.....	\$0 59	per cubic foot.
To be delivered as required.		

J. A. SIDLEY. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 2, white oak keel pieces.

24 pieces white oak keels, not less than 50 feet long, 1,350 cubic feet.....	\$0 85	per cubic foot.
To be delivered as required.		

W. M. SHAKSPEARE. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 3, white oak curved timber.

30,000 cubic feet white oak curved timber.....	\$0 69	per cubic foot.
To be delivered as required.		

J. L. N. SHOEMAKER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 4, white oak plank.

15,000 board feet 1-inch white oak boards, 16 to 40 feet long, Susquehanna.....	\$58 50	per M feet.
5,000 board feet 1½-inch white oak plank, 24 to 40 feet long, Susquehanna.....	58 50	per M feet.
5,000 board feet 2-inch white oak plank, 20 to 40 feet long, Susquehanna.....	58 50	per M feet.
50,000 board feet 4-inch white oak plank.....	58 50	per M feet.
50,000 board feet 6-inch white oak plank.....	58 50	per M feet.
20,000 board feet 8-inch white oak plank	58 50	per M feet.
To be delivered as required.		

JOSEPH BAYMORE. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 10, white pine mast and spar timber.

10 white pine mast sticks.....	\$240 00	per stick.
12 white pine mast and yard sticks.....	125 00	per stick.
To be delivered as required.		

DANIEL S. GRIER. DATE OF CONTRACT, SEPTEMBER 27, 1864.

Class No. 11, white pine plank and boards.

65,000 board feet white pine boards, No. 1, $\frac{5}{8}$ to 1 inch....	\$62 00	per M feet.
50,000 board feet white pine plank, No. 1, $1\frac{1}{8}$ to 2 inches..	62 00	per M feet.
20,000 board feet white pine plank, No. 1, $2\frac{1}{4}$ to 6 inches...	55 00	per M feet.

55,000 board feet white pine boards, No 2, 1 inch.....	\$50 00	per M feet.
50,000 board feet white pine plank, No. 2, 1½ to 2 inches..	50 00	per M feet.
30,000 board feet white pine boards, No. 3, 1 inch.....	33 00	per M feet.
25,000 board feet white pine plank, No. 3, 1½ to 2 inches..	30 00	per M feet.
30,000 board feet white pine boards and plank, No. 3, 1 to 2 inches.....	30 00	per M feet.

To be delivered as required.

G. W. CHURCHMAN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, white pine deck plank and stage plank.

200,000 board feet 3-inch white pine plank	\$42 50	per M feet.
20,000 board feet white pine deck plank, 3 by 6 inches...	42 50	per M feet.
70,000 board feet white pine deck plank, 3½ by 6 inches..	42 50	per M feet.
300 white pine spales, = 43,050 board feet.....	42 50	per M feet.

To be delivered as required.

F. S. BLETZ. DATE OF CONTRACT, SEPTEMBER 13, 1864.

Class No. 13, ash logs and plank.

25,000 board feet white ash boards, ⅝ to 1 inch	\$60 00	per M feet.
30,000 board feet white ash plank, 1½ to 2 inches.....	60 00	per M feet.
25,000 board feet white ash plank, 2½ to 4 inches	60 00	per M feet.

To be delivered as required.

L. O. SOUTHMAYD. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 14, ash oars.

1,100 feet white ash oars, 11 feet long	\$0 09⅜	per foot.
2,400 feet white ash oars, 12 feet long.....	09⅜	per foot.
2,600 feet white ash oars, 13 feet long.....	09⅜	per foot.
2,800 feet white ash oars, 14 feet long.....	09⅜	per foot.
750 feet white ash oars, 15 feet long.....	09⅜	per foot.
800 feet white ash oars, 16 feet long	09⅜	per foot.

To be delivered as required.

L. THOMPSON & Co. DATE OF CONTRACT, AUGUST 27, 1864.

Class No. 16, black walnut, cherry, mahogany.

1,000 board feet walnut boards, ⅝ to 1 inch.....	\$75 00	per M feet.
1,000 board feet walnut plank, 1½ to 2 inches.....	75 00	per M feet.
1,000 board feet walnut plank, 2¼ to 6 inches.....	75 00	per M feet.
6,000 board feet cherry boards, ⅝ to 2¼ inches.....	75 00	per M feet.

To be delivered as required.

RICHARD DUNBAR. DATE OF CONTRACT, AUGUST 17, 1864.

Class No. 17, cypress and cedar.

5,000 board feet 1-inch cedar boards.....	\$80 00	per M feet.
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To be delivered as required.

S. PATTERSON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 18, locust treenails.

125,000 pieces locust treenails	\$70 00	per M pieces.
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To be delivered as required.

WESLEY SMITH. DATE OF CONTRACT, AUGUST 30, 1864.

Class No. 20, black spruce.

6 pieces black spruce, each 70 feet long	\$70 00	per piece.
1,500 inches spruce spars; to average $6\frac{1}{2}$ inches.....	40	per inch.
To be delivered as required.		

W. F. POTTS. DATE OF CONTRACT, AUGUST 19, 1864.

Class No. 25, iron, round, flat, square, &c.

1,000 pounds angle iron, assorted, as required	\$0 13	per pound.
40,000 pounds boiler iron, assorted, from $\frac{3}{16}$ to $\frac{1}{2}$ inch thick, length and width as required	13 $\frac{1}{2}$	per pound.
250,000 pounds flat iron, assorted, from $\frac{1}{8}$ to 2 inches thick, from $\frac{1}{2}$ to 14 inches wide	13	per pound.
6,000 pounds flat hammered iron, from 2 to 4 inches wide, from $\frac{1}{2}$ to 1 inch thick	14	per pound.
2,000 pounds flat thimble iron, assorted, from $\frac{7}{8}$ to 4 inches, from $\frac{3}{16}$ to $\frac{3}{8}$ inch	14	per pound.
20,000 pounds round iron, assorted, from $\frac{3}{16}$ to $\frac{7}{16}$ inch	16	per pound.
375,000 pounds round iron, assorted, from $\frac{1}{2}$ to 3 inches.....	13	per pound.
70,000 pounds round iron, assorted, from $3\frac{1}{8}$ to 4 inches..	15	per pound.
30,000 pounds round iron, assorted, from $4\frac{1}{4}$ to 5 inches..	16	per pound.
4,000 pounds round iron, as-orted, from $5\frac{1}{4}$ to 6 inches..	17	per pound.
20,000 pounds round iron, assorted, from $\frac{1}{4}$ to $\frac{7}{16}$ inch.....	16	per pound.
50,000 pounds square iron, assorted, from $\frac{1}{2}$ to 3 inches....	13	per pound.
20,000 pounds square iron, assorted, from $3\frac{1}{8}$ to 4 inches..	15	per pound.
4,000 pounds square iron, assorted, from $4\frac{1}{4}$ to $5\frac{1}{2}$ inches..	16	per pound.
4,000 pounds sheet iron, assorted, from Nos. 6 to 28.....	13	per pound.
800 pounds iron rivets, assorted, from $\frac{1}{2}$ to $\frac{5}{8}$, and $1\frac{1}{4}$ to $1\frac{3}{4}$ inches long	15	per pound.
50 pounds iron rivets, Nos. 1 to 10	15	per pound.
3,000 pounds saucer rings, from $\frac{1}{2}$ to $1\frac{3}{4}$ inch	30	per pound.
To be delivered as required.		

GEORGE ADAMS. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 26, steel.

1,000 pounds flat cast steel, assorted, from $1\frac{1}{2}$ to 4 inches wide, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	\$0 48	per pound.
1,000 pounds octagon cast steel, from $\frac{1}{2}$ to 1 inch	48	per pound.
100 pounds round cast steel, from $\frac{1}{2}$ to 1 inch	38	per pound.
1,200 pounds square cast steel, from $\frac{1}{2}$ to 3 inches.....	48	per pound.
To be delivered as required.		

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 27, iron spikes.

500 pounds iron cut spikes, 4 to 8 inches.....	\$0 10	per pound.
70,000 pounds wrought-iron spikes, hand-made, 4 to 9 inches,	13 $\frac{5}{8}$	per pound.
To be delivered as required.		

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 28, iron nails, wrought, cut.

500 pounds iron boat nails, annealed, assorted	\$0 11 $\frac{1}{2}$	per pound.
15,000 pounds iron cut nails, 3d to 40d.....	09 $\frac{1}{4}$	per pound.
1,000 pounds iron clout nails, 1 to $1\frac{1}{2}$ inch	19	per pound.
1,000 pounds finishing nails, $\frac{1}{2}$ to 2 inches.....	20	per pound.
12,000 pounds wrought-iron nails, 6d to 30d.....	11 $\frac{1}{2}$	per pound.
To be delivered as required.		

EATON & GAGE. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 30, lead.

75,000 pounds pig lead.....	\$0 19 per pound.
15,000 pounds lead pipe.....	25 per pound.
25,000 pounds sheet lead.....	26 per pound.
To be delivered as required.	

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 31, zinc, tin, and solder.

1,000 pounds sheet brass, 10 inches wide, No. 14.....	\$0 80 per pound.
500 pounds sheet brass, 18 to 26 inches, 12 inches wide..	80 per pound.
1,000 pounds spelter solder, braziers'.....	53 per pound.
10,000 pounds straight tin.....	75 per pound.
200 boxes XX tin, 10 by 14 inches.....	38 00 per box.
500 boxes XX tin, 14 by 20 inches.....	39 00 per box.
3,000 pounds sheet zinc, Nos. 10 and 12.....	28 per pound.
To be delivered as required.	

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 33, hardware.

20 papers brads.....	\$0 08 per paper.
12 dozen brass flat buttons.....	75 per dozen.
48 dozen brass plate buttons.....	1 00 per dozen.
1 doz n brass flush bolts, $\frac{3}{4}$ by 4 inches.....	2 25 per dozen.
4 dozen brass flush bolts, $1\frac{1}{2}$ by 2 inches.....	3 15 per dozen.
12 dozen brass flush bolts, 2 by 5 inches.....	11 53 per dozen.
1 dozen brass neck bolts, 4 to 6 inches.....	8 50 per dozen.
1 dozen brass barrel bolts, 4 to 6 inches.....	11 00 per dozen.
24 dozen brass cupboard catches, with porcelain knobs, large.....	2 25 per dozen.
200 pounds burrs, copper.....	1 20 per pound.
24 dozen brass plate escutcheons, $\frac{5}{8}$ and $\frac{3}{4}$ inch.....	2 00 per dozen.
6 dozen brass thread escutcheons, assorted.....	10 per dozen.
60 dozen flat porcelain escutcheons, assorted.....	60 per dozen.
100 dozen brass wardrobe hooks.....	1 66 per dozen.
100 dozen brass pantry hooks, assorted.....	1 25 per dozen.
60 dozen brass cabin-door hooks, extra heavy, 3 to 6 inches	4 13 per dozen.
10 dozen brass lamp hooks, assorted.....	1 84 per dozen.
4 dozen brass flush hooks and eyes, assorted.....	50 per dozen.
60 dozen brass coat and hat hooks, porcelain knobs.....	5 00 per dozen.
60 dozen brass drawer handles, flush.....	10 00 per dozen.
600 pairs brass butt hinges, 2 to 4 inches.....	44 per pair.
24 pairs brass chest hinges, 12 inches.....	3 00 per pair.
72 pairs brass strap hinges, 6 to 24 inches.....	4 50 per pair.
500 pairs brass slip-pin hinges, $3\frac{1}{2}$ by 3 inches, extra heavy	1 35 per pair.
500 pairs brass slip-pin hinges, 4 by $3\frac{1}{2}$ inches, extra heavy	1 60 per pair.
24 pairs brass slip-pin hinges, 5 by $4\frac{1}{2}$ inches, extra heavy	2 40 per pair.
72 brass chest hasps.....	1 75 each.
48 dozen iron wardrobe hooks.....	11 per dozen.
24 dozen iron coat and hat hooks.....	44 per dozen.
1 dozen iron lamp hooks, assorted.....	50 per dozen.
60 dozen iron drawer handles, flush, assorted.....	2 66 per dozen.
6 dozen iron joint hasps, 8 inches.....	7 00 per dozen.
12 pairs iron butt hinges, 3 inches.....	09 per pair.
16 bundles hoop iron, 112 pounds each, 1,792 pounds...	16 per pound.
1,500 feet jack chain, from Nos. 9 to 12.....	05 per foot.
48 dozen mahogany knobs, $\frac{1}{2}$ to 2 inches.....	1 33 per dozen.
6 dozen mineral knobs, for mortise rim locks.....	4 00 per dozen.

12 dozen porcelain knobs, for mortise rim locks, with porcelain furniture.....	\$10 00 per dozen.
24 dozen porcelain knobs, for mortise rim locks, with plated furniture	10 00 per dozen.
3 dozen brass knobs, for mortise rim locks.....	21 00 per dozen.
6 dozen brass screw knobs, assorted.....	75 per dozen.
100 dozen porcelain screw knobs, assorted.....	67 per dozen.
30 dozen all brass mortise locks, with porcelain knobs and furniture, right and left.....	46 00 per dozen.
1 dozen all brass sliding door locks, with porcelain knobs and furniture, right and left	65 00 per dozen.
12 dozen all brass upright rim locks, with porcelain knobs and furniture, right and left, 5 and 6 inches.....	68 00 per dozen.
100 dozen brass drawer locks, 3 inches.....	28 00 per dozen.
24 dozen all brass chest locks, 3½ and 4 inches.....	25 00 per dozen.
24 dozen all brass wardrobe locks, 2 to 4 inches, right and left.....	8 65 per dozen.
12 dozen all brass padlocks, 3 inches.....	18 00 per dozen.
12 dozen all brass dead locks, 5 and 6 inches.....	42 00 per dozen.
2 dozen all brass rabbit door locks, with porcelain furniture.....	75 00 per dozen.
4 dozen iron chest locks, 3 to 4 inches.....	6 00 per dozen.
12 dozen iron drawer locks, 3 inches.....	4 00 per dozen.
10 dozen iron dead locks, 5 and 6 inches	17 40 per dozen.
24 dozen iron padlocks, 3 inches.....	4 75 per dozen.
12 dozen iron upright rim locks, 5 and 6 inches.....	21 00 per dozen.
12 dozen iron upright rim locks, 5 and 6 inches, reversed bevel.....	21 00 per dozen.
4,000 pounds nails, copper, assorted.....	1 00 per pound.
6 pounds pins, escutcheon.....	1 65 per pound.
10 dozen brass sash pulleys, per sample.....	8 80 per dozen.
4 dozen iron drawer rollers.....	35 per dozen.
24 dozen brass flush rings, 1 to 2 inches.....	2 75 per dozen.
12 dozen brass screw rings, assorted.....	30 per dozen.
500 pounds iron rivets, 1¼ to 6 pound papers, assorted sizes	33 per pound.
200 pounds iron rivets, tinned, 12 ounce to 3 pound papers, assorted sizes.....	40 per pound.
200 pounds copper rivets, 12 ounce to 4 pound papers, assorted sizes.....	1 00 per pound.
10 dozen brass sash springs, per sample.....	1 00 per dozen.
12 sieves, iron wire, assorted.....	1 35 each.
2,050 gross brass screws, gimlet points, ¾ to 4 inches, Nos. 3 to 24.....	4 50 per gross.
825 gross iron screws, gimlet points, ¾ to 4 inches, Nos. 3 to 24.....	1 50 per gross.
100 gross brass screws, round head, Nos. 7 to 16.....	4 75 per gross.
150 gross iron screws, 1 to 4 inches, Nos. 10 to 29.....	3 00 per gross.
1,100 pounds copper cut tacks, ½ to 1¼ inch, pound papers..	1 05 per pound.
1,200 papers iron cut tacks, 3 to 18 ounce.....	08 per paper.
1,000 pounds brass wire, No. 3.....	77 per pound.
1,000 pounds brass wire, No. 4.....	77 per pound.
1,000 pounds brass wire, No. 5.....	77 per pound.
600 pounds brass wire, No. 6.....	78 per pound.
300 pounds brass wire, ½ inch.....	78 per pound.
500 pounds copper wire, No. 2.....	87 per pound.
500 pounds copper wire, No. 3.....	87 per pound.
1,000 pounds copper wire, No. 4.....	87 per pound.
1,000 pounds copper wire, No. 5.....	87 per pound.
1,000 pounds copper wire, No. 6.....	87 per pound.
60 pounds copper wire, No. 15.....	88 per pound.
250 pounds copper wire, No. 16.....	88 per pound.
250 pounds copper wire, No. 17.....	88 per pound.
1,000 pounds iron wire, Nos. 4 to 15.....	17 per pound.

To be delivered as required.

SMITH & RICHARDSON. DATE OF CONTRACT, AUGUST 29, 1864.

Class No. 34, tools for stores.

24 adzes, carpenters'	\$2 70	each.
10 adzes, coopers'	2 75	each.
10 adzes, hollow	2 75	each.
30 axes, broad	3 75	each.
10 axes, coopers'	3 25	each.
50 axes, wood	2 00	each.
50 awls, brad, handled	06	each.
50 awls, wire, handled	10	each.
10 anvils, 125 pounds each	30	per pound.
18 braces and bits, 48 bits each, wood	13 00	each.
25 braces and bits, iron	6 50	each.
12 brands, ship's name	1 25	each.
12 bung-borers, 4 inches	1 22	each.
12 tap-borers	50	each.
12 bevels, steel-tongued	76	each.
25 compasses, carpenters'	25	each.
25 compasses, armorers'	1 75	each.
100 chisels, firmer	60	each.
40 chisels, socket	1 00	each.
12 calipers, mast	2 00	each.
15 calipers, smiths'	60	each.
15 diamonds, glaziers'	5 00	each.
15 sets dies, letters and figures, $\frac{3}{8}$ inch	9 50	per set.
15 drills, breast	2 25	each.
6 dozen flat bastard files, 14 inches	16 10	per dozen.
6 dozen flat fine files, 14 inches	16 10	per dozen.
4 dozen hand-saw files, 5 inches	2 85	per dozen.
6 dozen half-round files, 14 inches	18 20	per dozen.
3 dozen half-round files, 15 inches	20 80	per dozen.
3 dozen whip-saw files	3 04	per dozen.
3 dozen square files, 14 inches	16 10	per dozen.
2 dozen three-sided files, 12 inches	12 03	per dozen.
2 dozen rat-tail files, 12 inches	12 03	per dozen.
2 dozen cross-cut saw files	8 94	per dozen.
2 dozen fine saw files	3 90	per dozen.
60 gouges, firmer	70	each.
36 gouges, socket	1 20	each.
24 gauges, carpenters' mortise	1 00	each.
18 grindstones, mounted	10 00	each.
6 dozen gimlets, nail	1 09	per dozen.
4 dozen gimlets, spike	1 20	per dozen.
24 hammers, saddlers'	75	each.
30 hammers, riveting	56	each.
18 hammers, tinners'	80	each.
160 hammers, claw	1 00	each.
36 hammers, wrench	2 75	each.
36 hatchets	95	each.
18 irons, marking	76	each.
18 irons, beck	8 75	each.
24 irons, flagging	90	each.
36 knives, drawing	1 45	each.
24 knives, hollow	1 65	each.
24 knives, rounding	1 25	each.
24 knives, pallet	65	each.
24 knives, putty	25	each.
18 kettles, pitch	2 75	each.
24 ladles, pitch	67	each.
18 measures, metallic, 100 feet long each	3 00	each.
18 planes, block	1 50	each.
40 planes, smoothing	1 50	each.
36 planes, rabbet	1 80	each.
18 planes, long jointer	2 75	each.

40 planes, short jointer.....	\$2 10	each.
40 planes, jack.....	1 50	each.
40 planes, beading.....	1 00	each.
40 planes, moulding.....	1 10	each.
8 sets planes, plough, and 8 bits each.....	8 00	per set.
18 sets planes, match.....	10 00	per set.
36 pincers.....	62	each.
36 pliers.....	50	each.
50 rules, 2-feet.....	1 90	each.
36 raps, wood.....	70	each.
18 screw plates and taps, large.....	18 00	each.
18 screw plates and taps, small.....	2 25	each.
62 screw-drivers.....	67	each.
36 segments, for bells.....	10	each.
18 steelyards.....	80	each.
18 saws, whip.....	4 25	each.
60 saws, hand.....	2 00	each.
18 saws, cross-cut.....	7 25	each.
36 saws, wood.....	87	each.
18 saws, sash.....	1 50	each.
18 saws, panel.....	1 67	each.
36 saws, compass.....	50	each.
36 saws, keyhole, and pads.....	42	each.
36 saws, tenon.....	1 45	each.
36 saws dovetail.....	1 70	each.
62 saws, hack.....	2 25	each.
18 shaves, can.....	1 25	each.
36 shaves, spoke.....	75	each.
18 shaves, bucket.....	1 25	each.
18 shaves, in.....	1 25	each.
18 saw-sets.....	75	each.
50 stones, oil.....	20	each.
75 screws, wood, clamp.....	50	each.
75 screws, bench.....	50	each.
18 screws, jack.....	5 50	each.
36 squares, trying.....	40	each.
24 squares, iron.....	42	each.
18 shears, hand.....	2 50	each.
18 shears, tinners'.....	7 50	each.
18 shears, sheep.....	80	each.
18 stakes, tinners' edging.....	10 75	each.
18 stakes, iron.....	5 50	each.
18 stakes, planishing.....	7 00	each.
36 vices, large bench, each 45 pounds, 1, 620 pounds....	31	per pound.
24 vices, small bench.....	2 00	each.
24 vices, hand.....	1 50	each.
18 wrenches, shifting.....	9 00	each.
8 wrenches, monkey.....	3 00	each.

To be delivered as required.

W. F. & W. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 36, white lead.

30,000 pounds pure dry white lead.....	\$0 20	per pound.
39,000 pounds pure white lead, in oil, in 25 and 50 pound kegs.	20	per pound.

To be delivered as required.

WM. F. & WM. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 37, zinc paints.

33,000 pounds white zinc, in oil, equal to Lewis's pure.....	\$0 10	per pound.
500 pounds white zinc, dry, equal to Lewis's pure.....	10	per pound.

To be delivered as required.

W. F. & W. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 38, colored paints, dryers, &c.

5,000 pounds black paint, in oil.....	\$0 08	per pound.
3,100 pounds chrome green, in oil.....	10	per pound.
25 pounds chrome yellow, dry, pure	30	per pound.
500 pounds chrome yellow, in oil.....	17	per pound.
50 pounds Chinese vermilion, dry	2 20	per pound.
50 pounds drop black, dry.....	10	per pound.
200 pounds gum shellac.....	75	per pound.
200 pounds Indian red, dry.....	20	per pound.
1,000 pounds lampblack, dry.....	16	per pound.
2,000 pounds litharge, dry, pure.....	19	per pound.
3,000 pounds ochre, yellow, dry.....	01½	per pound.
18 pounds Prussian blue, dry.....	65	per pound.
5,500 pounds red lead, dry, pure.....	20	per pound.
30 pounds rose pink, dry.....	20	per pound.
20 pounds terra de sienna, dry, burnt.....	10	per pound.
25 pounds ultramarine blue, dry.....	40	per pound.
20 pounds umber, raw, Turkey, dry.....	05	per pound.
1,500 pounds Venetian red, dry.....	05	per pound.
100 pounds vermilion, American, dry	20	per pound.
10,000 pounds whiting, dry.....	03	per pound.

To be delivered as required.

W. F. & W. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 39, varnish.

12 gallons copal varnish	\$3 50	per gallon.
150 gallons demar varnish	3 50	per gallon.
150 gallons inside varnish.....	3 75	per gallon.
600 gallons Japan dryer.....	2 00	per gallon.
50 gallons outside varnish.....	4 50	per gallon.
100 gallons spirits of alcohol.....	4 20	per gallon.

To be delivered as required.

W. F. & W. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 40, linseed oil.

1,700 gallons linseed oil, boiled, pure.....	\$1 92	per gallon.
6,000 gallons linseed oil, raw, pure	1 80	per gallon.

To be delivered as required.

W. F. & W. F. SIMES, JR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 41, glass.

400 feet glass, double thick, first quality, 20 by 24 inches..	\$34 00	per 100 feet.
400 feet glass, double thick, first quality, 24 by 30 inches..	40 80	per 100 feet.
200 feet glass, double thick, first quality, 11 by 20 inches..	30 60	per 100 feet.
400 feet glass, double thick, first quality, 12 by 16 inches..	27 20	per 100 feet.
100 feet glass, double thick, first quality, 10 by 16 inches..	27 20	per 100 feet.
100 feet glass, double thick, first quality, 10 by 12 inches..	24 65	per 100 feet.
200 feet glass, double thick, first quality, 12 by 14 inches..	27 20	per 100 feet.
500 feet glass, double thick, first quality, 8 by 10 inches..	20 40	per 100 feet.
24 magazine lenses, 12 inches diameter, 1½ inch thick in centre	6 00	each.
50 straight deck lights, 3 by 10 inches.....	1 25	each.

To be delivered as required.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 44, fish oil.

620 gallons fish oil..... \$1 34 per gallon.

To be delivered as required.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 25, 1864.

Class No. 45, tallow, soap, sweet oil.

18 gallons sweet oil	\$3 00	per gallon.
200 pounds Castile soap, best.....	20	per pound.
150 pounds brown soap, best.....	16	per pound.
18, 100 pounds beef tallow	21	per pound.

To be delivered as required.

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 47, ship chandlery.

6 carboys acid, muriatic, (582 pounds).....	\$0 11	per pound.
6 carboys acid, sulphuric, (624 pounds).....	12	per pound.
1 barrel borax, (300 pounds)	66	per pound.
4 dozen baskets, bushel	12 50	per dozen.
15 dozen brooms, corn, best	5 00	per dozen.
15 dozen brooms, hickory, best	4 00	per dozen.
500 barrels charcoal.....	75	per barrel.
80 yards fearnought.....	4 25	per yard.
200 pounds glue, white.....	53	per pound.
24 pounds marcus crocus	30	per pound.
100 pounds mop yarns	2 00	per pound.
1 barrel sal ammoniac, (300 pounds).....	44	per pound.
30 bushels salt, best Ashton.....	1 30	per bushel.
10 reams sandpaper.....	4 40	per ream.
50 pounds sash cord.....	50	per pound.
150 pounds soda, best.....	08	per pound.
60 pounds wick, cotton.....	1 50	per pound.

To be delivered as required.

GROVE & AMBRUSTER. DATE OF CONTRACT, AUGUST 22, 1864.

Class No. 48, oakum.

75,000 pounds oakum..... \$0 13½ per pound.

To be delivered as required.

W. D. WINSOR. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 50, ingot copper.

20,000 pounds ingot copper..... \$0 54 per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, D. C., in 1864-'65.

RICHARD DUNBAR. DATE OF CONTRACT, AUGUST 17, 1864.

Class No. 3, white oak knee pieces.

50 white oak knee pieces, to side 5 inches, (250 inches)....	\$1 20	per inch.
50 white oak knee pieces, to side 6 inches, (300 inches)....	1 40	per inch.
50 white oak knee pieces, to side 7 inches, (350 inches)....	1 60	per inch.

To be delivered as required.

F. BLAISDELL. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 11, white pine plank and boards.

3,000 feet white pine boards, No. 1, 4 inches thick.....	\$68 00	per M feet.
3,500 feet white pine boards, No. 1, 3 inches thick.....	68 00	per M feet.
2,800 feet white pine boards, No. 1, 2½ inches thick.....	68 00	per M feet.
5,000 feet white pine boards, No. 1, 2 inches thick.....	68 00	per M feet.
10,500 feet white pine boards, No. 1, 1½ inch thick.....	70 00	per M feet.
20,000 feet white pine plank, No. 1, 1 inch thick and 12 inches wide.....	70 00	per M feet.
10,000 feet white pine plank, No. 1, ¾ inch thick and 10 inches wide.....	75 00	per M feet.
165,000 feet white pine plank, No. 2, from 1 to 2 inches inclusive, and 16 feet long.....	64 00	per M feet.
30,000 feet white pine plank, No. 2, mill-worked, both sides planed, well seasoned, fit for immediate use, from 3½ to 5 inches, inclusive, 7/8 inch thick and 14 feet long.....	88 00	per M feet.
1,000 feet white pine timber, 6 by 6 inches, and 16 feet long.....	57 00	per M feet.
2,000 feet white pine timber, 5 by 5 inches, and 16 feet long.....	57 00	per M feet.
6,000 feet white pine timber, 4 by 4 inches, and 16 feet long.....	57 00	per M feet.
2,500 feet white pine timber, 3 by 12 inches, and 16 feet long.....	57 00	per M feet.
6,000 feet white pine timber, 3 by 4 inches, and 16 feet long.....	57 00	per M feet.

All the foregoing quantities to be board measure.

To be delivered as required.

F. S. BLETZ. DATE OF CONTRACT, SEPTEMBER 13, 1864.

Class No. 13, ash plank.

14,500 feet, board measure, clear white ash plank, from 1½ to 2 inches thick.....	\$60 00	per M feet.
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To be delivered as required.

S. PATTERSON. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 14, ash oars.

5,000 feet white ash oar rafters, 12 feet long.....	\$0 20	per foot.
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To be delivered as required.

RICHARD DUNBAR. DATE OF CONTRACT, AUGUST 17, 1864.

Class No. 16, black walnut, cherry, and mahogany.

16,000 feet, board measure, black walnut boards, five-eighths to three inches thick.....	\$125 00	per M feet.
3,000 feet, board measure, cherry boards, one to two and one-half inches.....	125 00	per M feet.
3,000 feet board measure, Saint Domingo mahogany, one to two and one-half inches thick.....	250 00	per M feet.

To be delivered as required.

RICHARD DUNBAR. DATE OF CONTRACT, AUGUST 17, 1864.

Class No. 17, cypress.

5,000 feet, board measure, clear cypress boards, five-eighths inch thick.....	90 00	per M feet.
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To be delivered as required.

F. BLAISDELL. DATE OF CONTRACT, OCTOBER 17, 1864.

Class No. 20, spruce pine spars.

35 spruce pine spars, not less than 30 feet long and 6 inches in diameter one third ($\frac{1}{3}$) from the but.....	\$4 37	each.
50 spruce pine poles, not less than 25 feet long and 5 inches in diameter at the but.....	2 49	each.

To be delivered as required.

F. S. BLETZ. DATE OF CONTRACT, SEPTEMBER 13, 1864.

Class No. 22, poplar.

10,000 feet Albany poplar, five-eighths and 1 inch thick ...	\$50 00	per M feet.
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To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 25, iron, round, flat, and square.

75,000 pounds round iron, from four-sixteenths to one and three-fourths inch.....	\$0 14	per pound.
8,000 pounds square iron, from one-half to one and one-eighth inch.....	14	per pound.
600 pounds flat iron, three-fourths inch thick and four and three-fourths inches wide.....	14	per pound.
9,500 pounds flat iron, one-half to one inch thick, and from one and one-half to two and three-fourths inches wide.....	13½	per pound.
75,000 pounds plate iron, assorted lengths, &c., as ordered for sheathing hulls	14	per pound.
500 pounds American sheet iron, Nos. 16 to 24, wire gauge	15	per pound.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 26, steel.

2,000 pounds extra cast steel, one-half to two and one-half inches square.....	\$0 50	per pound.
1,000 pounds extra cast steel, one-half to two and one-half inches round.....	50	per pound.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 27, spikes.

5,000 pounds pressed wrought-iron spikes, 4, 6, and 7 inches long, as ordered.....	\$0 14	per pound.
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To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 28, nails.

1,000 pounds iron cut nails, 40d	\$0 12	per pound.
1,000 pounds iron cut nails, 30d	12	per pound.
5,000 pounds iron cut nails, 20d	12	per pound.
6,000 pounds iron cut nails, 12d	12	per pound.
7,500 pounds iron cut nails, 10d	12	per pound.
7,500 pounds iron cut nails, 8d	12	per pound.
7,500 pounds iron cut nails, 6d	12	per pound.
3,000 pounds iron cut nails, 4d	12	per pound.
2,000 pounds American clinch nails, assorted, annealed...	12	per pound.

To be delivered as required.

EATON & GAGE. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 30, lead.

300,000 pounds best quality pig lead	\$0 18 ⁷³ / ₁₀₀ per pound.
1,000 pounds drawn lead pipe, three-fourths to 3 inches diameter.....	25 per pound.
To be delivered as required.	

GEO. ADAMS. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 31, zinc, tin, and solder.

6,000 pounds slab zinc.....	\$0 22 per pound.
500 pounds sheet zinc.....	30 per pound.
3,000 pounds Straights tin.....	75 per pound.
10 boxes tin plate, charcoal brand, XXD, 12 and one- half by 17 inches	42 00 per box.
To be delivered as required.	

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 33, hardware.

100 dozen Bath or Bristol bricks.....	\$1 00 per dozen.
4,000 papers brads, finishing, 1 pound each, three-eighths to 2 inches long, as ordered.....	20 per paper.
8 dozen bolts, brass barrel, 8 inches long.....	15 00 per dozen.
6 dozen bolts, brass barrel, 6 inches long.....	11 00 per dozen.
8 dozen bolts, brass barrel, four and one-half inches long	9 00 per dozen.
9 dozen bolts, brass flush, 4 to 6 inches long, and one- half inch in diameter.....	2 00 per dozen.
35 dozen buttons, brass, with plate, one and one-half to 2 inches.....	70 per dozen.
300 pounds brass, sheet, Nos. 10 to 24, wire gauge.....	80 per pound.
12 dozen casters, socket, brass, one and one-half inch in diameter.....	7 00 per dozen.
200 feet chain brass wire, Nos. 10 to 24	35 per foot.
48 dozen escutcheons, silver plated, assorted sizes.....	1 00 per dozen.
24 dozen escutcheons, oval, brass, assorted sizes.....	25 per dozen.
12 gross escutcheon pins.....	25 per gross.
10 reams emery cloth, assorted, as ordered.....	60 00 per ream.
6 dozen files, 14-inch, flat, bastard	17 25 per dozen.
6 dozen files, 12-inch, flat, bastard	12 50 per dozen.
3 dozen files, 10-inch, flat bastard	8 75 per dozen.
3 dozen files, 8-inch, flat, bastard.....	7 25 per dozen.
6 dozen files, 16-inch, half-round, bastard.....	28 50 per dozen.
6 dozen files, 12-inch, half-round, bastard.....	14 00 per dozen.
3 dozen files, 10-inch, half-round, bastard.....	9 25 per dozen.
2 dozen files, 14-inch, flat, smooth, Stubbs's	45 00 per dozen.
2 dozen files, 12 inch, flat, smooth, Stubbs's.....	31 50 per dozen.
1 dozen files, 6-inch, flat, smooth, Stubbs's	11 25 per dozen.
2 dozen files, 14-inch, half-round, smooth, Stubbs's...	50 00 per dozen.
2 dozen files, 12-inch, half-round, smooth, Stubbs's...	36 75 per dozen.
1 dozen files, 6-inch, half-round, smooth, Stubbs's....	12 00 per dozen.
2 dozen files, 12-inch, round, smooth, Stubbs's.....	36 75 per dozen.
2 dozen files, 10-inch, round, smooth, Stubbs's.....	24 00 per dozen.
2 dozen files, 8-inch, round, smooth, Stubbs's.....	17 25 per dozen.
2 dozen files, 6-inch, round, smooth, Stubbs's.....	12 00 per dozen.
2 dozen files, 12-inch, four square, smooth, Stubbs's..	38 00 per dozen.
2 dozen files, 10-inch, four square, smooth, Stubbs's...	23 75 per dozen.
1 dozen files, 8-inch, four square, smooth, Stubbs's...	12 75 per dozen.
1 dozen files, 10-inch, three square, smooth, Stubbs's..	24 75 per dozen.
2 dozen files, 6 inch, three square, smooth, Stubbs's...	7 75 per dozen.
2 dozen files, 8-inch, knife-edge, smooth, Stubbs's....	17 25 per dozen.

2 dozen files, 6-inch, knife-edge, smooth, Stubbs's.....	\$12 00	per dozen.
5 dozen files, 6-inch, three-square, taper saw, Stubbs's ..	7 75	per dozen.
5 dozen files, 5-inch, three-square, taper saw, Stubbs's ..	7 00	per dozen.
15 dozen files, 4-inch, three-square, taper saw, Stubbs's ..	5 75	per dozen.
10 dozen files, 3½-inch, three-square, taper saw, Stubbs's..	5 00	per dozen.
6 dozen files, 12-inch, cabinet.....	14 00	per dozen.
6 dozen files, 10-inch, cabinet.....	9 25	per dozen.
5 dozen files, 12-inch, half round, wood rasps.....	14 00	per dozen.
4 dozen gongs, for table and desk use, 3 to 4 inches diameter	18 00	per dozen.
200 pairs hinges, all brass, fast joint, 1 by 1 inch.....	15	per pair.
250 pairs hinges, all brass, fast joint, 1½ by 1½ inch.....	20	per pair.
300 pairs hinges, all brass, fast joint, 1½ by 2 inches	25	per pair.
200 pairs hinges, all brass, fast joint, 2 by 2 inches.....	30	per pair.
200 pairs hinges, all brass, fast joint, 1¾ by 3 inches.....	50	per pair.
300 pairs hinges, all brass, fast joint, 2 by 3 inches	50	per pair.
300 pairs hinges, all brass, fast joint, 2½ by 3 inches	55	per pair.
350 pairs hinges, all brass, fast joint, 3 by 3 inches	1 00	per pair.
100 pairs hinges, all brass, shifting pins, 4 by 4 inches...	2 00	per pair.
100 pairs hinges, all brass, shifting pins, 3 by 4 inches....	1 75	per pair.
100 pairs hinges, iron slip butts, assorted, as ordered....	2 00	per pair.
75 pairs hinges, wrought iron, table, rule joint, 2½ by 3 inches.....	08	per pair.
50 handles, brass, flush, 2 inches wide, 4 inches long...	40	each.
50 handles, iron, assorted, as ordered.....	10	each.
300 hooks, brass, double cloth.....	20	each.
1,200 hooks, brass, cup.....	06	each.
72 hooks, brass, lamp.....	15	each.
450 hooks, brass, cabin door, 3, 4, and 6 inches long....	25	each.
200 hooks, furniture, assorted, 2 to 3 inches long, one side flat.....	06	each.
200 catches, brass, spring, assorted sizes, ordered.....	10	each.
2 gross keys, brass, blank	24 00	per gross.
350 knobs, porcelain, screw drawer.....	10	each.
100 knobs, porcelain, screw, shutter.....	10	each.
150 knobs, porcelain, with spindles.....	75	pair pair.
100 locks, brass, mortise, 4 inches square, ½ thick, with white porcelain knobs, and brass keys and bolts, furniture, plated, complete.....	4 50	each.
150 locks, brass, rim, 4 inches square, with white porce- lain knobs, brass keys and bolts, furniture, plated, complete.....	5 00	each.
75 locks, brass, mortise, 3½ inches square, ½ inch thick, with white porcelain knobs, and brass keys and bolts, furniture, plated, complete.....	3 50	each.
24 locks, brass, rabbet, mortise, 4 inches square, ½ thick, with white porcelain knobs, and brass keys and bolts, furniture, plated, complete, 12 right and 12 left...	5 00	each.
100 locks, rural, brass, rim 4 inches square, with white porcelain knobs, and brass keys and bolts, furniture, plated, complete.....	5 00	each.
150 locks, brass, desk, best quality, 2½ by 4 inches.....	2 00	each.
250 locks, brass, cupboard, best quality, 2½ by 4 inches..	1 00	each.
150 locks, brass, cupboard, best quality, 2 by 3½ inches..	1 00	each.
100 locks, brass, cupboard, best quality, 1¾ by 3 inches..	75	each.
250 locks, brass, drawer, best quality, 2½ by 4 inches....	2 00	each.
250 locks, brass, drawer, best quality, 2 by 2¾ inches....	1 00	each.
150 locks, brass, chest, best quality, 3 by 4 inches.....	2 00	each.
150 locks, brass, pad, best quality, 3½ inches.....	1 50	each.
300 locks, iron, pad, best quality, 2¾ inches.....	50	each.

All cupboard-lock bolts to shoot right and left.

All the locks to be spring and tumbler, with brass works, keys of brass, to differ, except the drawer locks, which may have three kinds of keys to the dozen, and padlocks, one kind of key to the dozen, with two (2) keys to each and every lock of all kinds.

48 ladles, iron, 9 inches diameter, 4½ inches deep, and ½ inch thick.....	3 00	each.
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48 pulleys, iron, sash, axle	\$0 12½	each.
30 reams paper, sand, Nos. ½ to 2½, as ordered	5 00	each.
10 reams paper, emery, assorted, as ordered	8 00	per ream.
150 rings, brass, flush, plated, 1½ inch diameter	40	each.
144 dozen rings, brass, curtain, ¾ to 1½ inch diameter	10	per dozen.
50 gross screws, brass, 3-inch, No. 30, gimlet point	30 00	per gross.
50 gross screws, brass, 3-inch, No. 20, gimlet point	15 00	per gross.
75 gross screws, brass, 3-inch, No. 16, gimlet point	10 00	per gross.
50 gross screws, brass, 2½-inch, No. 20, gimlet point	12 50	per gross.
50 gross screws, brass, 2½-inch, No. 15, gimlet point	8 00	per gross.
75 gross screws, brass, 2-inch, No. 16, gimlet point	7 00	per gross.
75 gross screws, brass, 2-inch, No. 14, gimlet point	6 00	per gross.
200 gross screws, brass, 1¾-inch, No. 14, gimlet point	5 00	per gross.
75 gross screws, brass, 1½-inch, No. 14, gimlet point	4 50	per gross.
100 gross screws, brass, 1½-inch, No. 12, gimlet point	3 50	per gross.
150 gross screws, brass, 1¼-inch, No. 12, gimlet point	3 25	per gross.
150 gross screws, brass, 1¼-inch, No. 10, gimlet point	2 50	per gross.
150 gross screws, brass, 1-inch, No. 10, gimlet point	2 25	per gross.
75 gross screws, brass, 1-inch, No. 8, gimlet point	1 75	per gross.
200 gross screws, brass, ¾-inch, No. 7, gimlet point	1 50	per gross.
50 gross screws, brass, ¾-inch, No. 6, gimlet point	1 25	per gross.
50 gross screws, brass, ½-inch, No. 5, gimlet point	1 00	per gross.
25 gross screws, brass, ¾-inch, No. 4, gimlet point	1 00	per gross.
25 gross screws, brass, 1½-inch, No. 12, round head, gimlet point	3 50	per gross.
25 gross screws, brass, 1¼-inch, No. 10, round head, gimlet point	2 50	per gross.
50 gross screws, brass, 1-inch, No. 8, round head, gimlet point	2 00	per gross.
25 gross screws, iron, 3-inch, No. 30, gimlet point	8 00	per gross.
25 gross screws, iron, 3-inch, No. 20, gimlet point	4 00	per gross.
50 gross screws, iron, 3-inch, No. 16, gimlet point	3 00	per gross.
25 gross screws, iron, 2½-inch, No. 20, gimlet point	3 00	per gross.
25 gross screws, iron, 2¾-inch, No. 16, gimlet point	2 50	per gross.
100 gross screws, iron, 2½-inch, No. 15, gimlet point	2 00	per gross.
50 gross screws, iron, 2-inch, No. 14, gimlet point	1 75	per gross.
50 gross screws, iron, 1¾-inch, No. 14, gimlet point	1 50	per gross.
50 gross screws, iron, 1¾-inch, No. 12, gimlet point	1 20	per gross.
50 gross screws, iron, 1¾-inch, No. 10, gimlet point	1 00	per gross.
200 gross screws, iron, 1½-inch, No. 14, gimlet point	1 25	per gross.
150 gross screws, iron, 1½-inch, No. 12, gimlet point	1 00	per gross.
50 gross screws, iron, 1½-inch, No. 10, gimlet point	90	per gross.
150 gross screws, iron, 1¼-inch, No. 12, gimlet point	90	per gross.
100 gross screws, iron, 1¼-inch, No. 10, gimlet point	75	per gross.
200 gross screws, iron, 1-inch, No. 10, gimlet point	70	per gross.
100 gross screws, brass, 1-inch, No. 9, gimlet point	2 00	per gross.
200 gross screws, brass, 1-inch, No. 8, gimlet point	1 75	per gross.
50 gross screws, brass, ¾-inch, No. 8, gimlet point	1 50	per gross.
100 gross screws, brass, ¾-inch, No. 7, gimlet point	1 30	per gross.
50 gross screws, brass, ¾-inch, No. 7, gimlet point	1 25	per gross.
50 gross screws, brass, ½-inch, No. 7, gimlet point	1 20	per gross.
50 gross screws, brass, ½-inch, No. 5, gimlet point	1 00	per gross.
50 gross screws, brass, ¾-inch, No. 4, gimlet point	1 00	per gross.
350 papers tacks, iron, 4 to 12 ounces, as ordered	8	per paper.
25 papers tacks, gimp	10	per paper.
100 feet tubing, brass, 1 inch outside, 1⅜ inside	75	per foot.
100 feet tubing, brass, 1¼ inch outside, 1⅞ inside	85	per foot.
100 feet tubing, brass, 1½ inch outside, 1¼ inside	1 00	per foot.
500 pounds wire, brass, Nos. 22 to ½ inch, as ordered	80	per pound.
100 pounds wire, bell	90	per pound.
12 sets water-closet fittings, basins, valves, and stop- cocks, all complete, best quality, and most approved style	25 00	per set.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 34, tools for stores.

12 anvils, best quality, smiths', (150 pounds each)	\$30 00	each.
24 adzes, best quality, carpenters'	3 00	each.
24 axes, best quality, carpenters' broad	4 00	each.
75 axes, best quality, wood	2 00	each.
72 awls, best quality, ordinary brad	10	each.
12 braces, iron, large size, best quality, with complete sets (35 pieces) of bits to each	8 00	each.
12 sets of bits, patent auger, $\frac{1}{4}$ to 1 inch, inclusive, to fit foregoing braces, (13 pieces to the set)	5 00	per set.
24 bevels, mahogany or rosewood, brass-bound, steel blades, 6 to 12 inches long	1 25	each.
24 bung-borers	1 00	each.
6 pairs calipers, mast, steel	2 50	each.
24 compasses, carpenters', best	50	each.
96 chisels, socket, handled, 12 of each size, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch	1 50	each.
24 gauges, carpenters', boxwood, best quality, brass bound	1 00	each.
144 gimlets, patent, assorted sizes	05	each.
36 gimlets, spike, best	10	each.
96 gouges, socket, handled, 12 of each size, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3 inches	2 00	each.
144 hammers, claw, best cast steel, assorted sizes, as or- dered	75	each.
24 hammers, tinners', best cast steel, finished	1 00	each.
24 hammers, riveting, best cast steel, finished	1 00	each.
75 hatchets, Nos. 1 and 2, best cast steel, finished	1 00	each.
12 sets (5 pieces each) irons, calking, best quality steel	2 50	per set.
6 irons, coopers' marking	1 00	each.
24 knives, painters' pallet, best quality	1 00	each.
24 knives, painters' putty, best quality	25	each.
24 mauls, carpenters' pin, best quality	75	each.
24 mauls, carpenters' top, best quality	1 00	each.
288 pencils, carpenters' oval, lead, best quality	10	each.
72 plyers, cutting, steel, best quality, assorted sizes	1 00	each.
12 pots glue	1 00	each.
12 pairs planes, plough, with full sets of bits	7 50	per pair.
24 planes, jack, double-ironed, best	1 50	each.
24 planes, fore, double-ironed, best	2 00	each.
24 planes, smooth, double-ironed, best	1 25	each.
24 planes, rabbet, 1 to 2-inch, best	1 00	each.
12 planes, reed, $\frac{1}{4}$ and $\frac{3}{8}$ -inch, best	75	each.
24 planes, tongue and groove, shifting arm, watch, 1, $1\frac{1}{4}$, and $1\frac{1}{2}$ inch	2 50	each.
6 planes, beard, $\frac{1}{4}$ -inch	75	each.
6 planes, beard, $\frac{3}{8}$ -inch	75	each.
6 planes, beard, $\frac{1}{2}$ -inch	75	each.
6 planes, beard, $\frac{3}{4}$ -inch	80	each.
6 planes, beard, 1-inch	1 00	each.
72 rules, 2 feet, pocket, 4 fold, best quality, boxwood, brass-bound	2 00	each.
50 saws, keyhole, best quality, 6 to 12-inch pads	1 00	each.
25 saws, compass, best quality	75	each.
50 saws, panel, best quality	2 50	each.
50 saws, rip, best quality, hand	3 00	each.
50 saws, cross cut, best quality, hand	2 50	each.
20 saw-sets, improved, best quality, assorted	75	each.
180 scrapers, ships', steel, best quality	50	each.
12 shears or snips, for tinners, best steel	2 00	each.
12 shears, large size, for tinners, best steel	4 00	each.
12 screws, bench, carpenters', medium	1 00	each.
12 screws, jack-box, approved pattern, $2\frac{1}{2}$ to 3 feet	20 00	each.

24 screw plates, 6 taps to each, assorted sizes.....	\$10 00	each.
24 squares, try, mahogany or rosewood, brass-bound, steel blades, 4 to 14 inches.....	75	each.
36 stones, Turkey oil	1 00	each.
48 vices, hand, steel, assorted sizes.....	1 25	each.
12 vices, bench, parallel, steel faces, medium sizes.....	8 00	each.
24 wrenches, monkey or screw, 8 of each size, 15, 18, and 24 inches.....	2 50	each.
12 wrenches, monkey or screw, 6 of each size, 9 and 12 inches.....	1 50	each.

To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 36, white paint.

20,000 pounds "Lewis's" pure white lead, or equal, in oil, in 25 and 50 pound kegs	\$0 22	per pound.
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To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 37, zinc paint.

3,000 pounds pure brown zinc, in oil.....	\$0 10	per pound.
10,000 pounds pure white zinc, in oil	12	per pound.

To be delivered as required.

W. F. & W. F. SIMES, Jr. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 38, colored paints.

300 pounds lampblack, dry.....	\$0 22	per pound.
300 pounds chrome green, in oil, 5-pound packages.....	22	per pound.
500 pounds chrome green, dry.....	25	per pound.
40 pounds English vermilion, dry	2 30	per pound.
40 pounds Prussian blue, dry.....	50	per pound.
1,500 pounds litharge, dry, in 100-pound kegs	24½	per pound.
3,000 pounds Spanish whiting, dry	03½	per pound.
3,000 pounds Spanish brown, dry	01½	per pound.
200 gallons Pennsylvania zinc dryers.....	2 75	per gallon.
12 packages extra deep shade gold leaf, best quality	10 00	per package.
20 papers copper bronze, gold color, best quality	1 00	per paper.

To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 39, turpentine and varnish.

80 gallons bright varnish.....	\$1 25	per gallon.
100 gallons demar varnish.....	7 00	per gallon.
10 gallons coach varnish.....	9 00	per gallon.
100 gallons copal varnish	7 00	per gallon.
200 gallons Japan varnish.....	5 50	per gallon.
350 gallons alcohol, 95 per cent. proof	1 75	per gallon.
300 pounds gum shellac, (orange color).....	1 20	per pound.

To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 24, 1864.

Class No. 40, linseed oil.

500 gallons linseed oil, raw	\$2 00	per gallon.
600 gallons linseed oil, boiled	2 07	per gallon.

To be delivered as required.

W. F. & W. F. SIMES, Jr. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 41, glass.

300 lights of glass, 9 by 12 inches	\$0 22	each.
300 lights of glass, 12 by 14 inches	30	each.
400 lights of glass, 12 by 18 inches	50	each.
300 lights of glass, 14 by 16 inches	56	each.
300 lights of glass, 14 by 18 inches	62	each.
300 lights of glass, 14 by 22 inches	80	each.
40 lights of glass, 26 by 32 inches	2 90	each.
50 lights of glass, straight deck, fluted, ground edges, 10 by 3½ inches	1 25	each.
150 air-port glasses, 7½ inches diameter, 1½ thick	1 25	each.
75 air-port glasses, 6¼ inches diameter, 7⁄8 thick	1 25	each.
50 magazine lenses, 12 to 18 inches diameter, 1½ to 2 inches thick	8 00	each.
12 glaziers' diamonds, best quality	5 00	each.

To be delivered as required.

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 27, 1864.

Class No. 45, tallow, soap, &c.

15,000 pounds pure beef tallow	\$0 29	per pound.
10,000 pounds hard brown soap	20	per pound.
300 pounds Castile soap	20	per pound.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 47, ship-chandlery.

5 carboys acid, muriatic, say 500 pounds	\$0 10	per pound.
5 carboys acid, sulphuric, say 500 pounds	10	per pound.
200 pounds borax	60	per pound.
72 brushes, hand dusting	75	each.
50 skeins catgut, for drill-bows, &c.	50	each.
100 pounds chalk, red	15	per pound.
300 pounds chalk, white	05	per pound.
50 pounds emery, coarse	20	per pound.
25 bundles flags, coopers'	2 00	each.
3 barrels flour, condemned	10 00	each.
700 pounds guano, Peruvian, best quality	05	per pound.
500 pounds glue, white Irish, best quality	40	per pound.
500 pounds hay, timothy	02½	per pound.
200 lines, chalk	10	each.
100 jars, stone, filled with chloride of lime, properly corked, and neck covered with oiled canvas	5 00	each.
120 pounds leather, pump, sides not less than 28 pounds..	75	per pound.
100 pounds potash	20	per pound.
5 pounds potash, prussiate of	1 25	per pound.
100 reams paper, sand, Nos. 0 to 2½	5 00	per ream.
6 reams paper, wrapping, best	3 00	per ream.
1,000 pounds paper, tarred sheathing	07	per pound.
25 pounds pumice stone, pulverized	15	per pound.
25 pounds pumice stone, lumps	10	per pound.
50 pounds rotten-stone	12	per pound.
50 pounds sash cord, white	1 50	per pound.
50 pounds yarn, lampwick, best	2 00	per pound.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 48, oakum.

20,000 pounds oakum, best quality, long thread, for calk- ing purposes	\$0 17	per pound.
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To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 20, 1864.

Class No. 49, tank iron.

5,000 pounds best plate iron, $\frac{1}{4}$ inch thick, from 21 to 60 inches wide, and from 40 to 90 inches long, as ordered	\$0 14	per pound.
300 pounds iron rivets, $\frac{1}{2}$ to $\frac{3}{4}$ inch in diameter, and $\frac{3}{4}$ to 1 inch long inside of head, as ordered	15	per pound.
To be delivered as required.		

LOCKWOOD & COLLINS. DATE OF CONTRACT, AUGUST 27, 1864.

Class No. 50, ingot copper.

700,000 pounds ingot copper, best Baltimore	\$0 53 $\frac{3}{4}$	per pound.
600,000 pounds ingot copper, best Cliff or Minnesota mines..	54 $\frac{1}{4}$	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 23, 1864.

Class No. 54, bellows.

12 smiths' bellows, 32 inches wide, 44 inches long, exclusive of pipe, which is to be 10 inches long, as per sample..	\$30 00	each.
To be delivered as required.		

Proposals for iron steam screw tug-boats of 350 and 170 tons, under advertisement of October 14, 1863.

No. 10, bidders.

Reaney, Son, & Archibold, Chester, Pennsylvania.—Two of 350 tons, in eight and nine months, for \$128,000 each, or two of 170 tons, in seven and eight months, for \$80,000 each.

Wm. Pernie, Brooklyn, New York.—One of 350 tons, in six months, for \$175,000, and one of 170 tons, in six months, for \$100,000.

Zeno Secor, New York.—Two of 350 tons, in six months, for \$170,000 each.

Denmead & Sons, Baltimore.—Two of 350 tons, in six and eight months, for \$175,000 each, and two of 170 tons, in six and eight months, for \$125,000 each.

James Pellow, Boston.—Two of 350 tons, in eight months, for \$84,640 each.

Opened, October 29, 1863, in presence of—

JOHN LENTHALL.

B. F. ISHERWOOD.

No. 11.

Proposals for armor plates, under the advertisement of November 21, 1863.

Bidders.	Deck armor.	Wrought-iron stringers.	Side armor.
Phoenix Iron Company, Philadelphia. Paterson Iron Company, F. C. Beckwith, treasurer		*For four vessels, at 9½ cents per pound. For one vessel at Brooklyn, at 16 cents per pound	
Harvey K. Flagler, New York.	Rectangular plates, at New York, at 10½ cents per pound. Rectangular plates, at Boston, at 10½ cents per pound. Curved edge plates, at New York, at 12½ cents per pound. Curved edge plates, at Boston, at 12½ cents per pound.		
Seyfert, McManus & Co., Reading, Pa.		At Philadelphia, at 14½ per pound; also, at 15 cents per pound; at Brooklyn, at 14½ cents per pound; also, at 15 cents per pound.	At Philadelphia, at 29 cents per pound.
H. Abbott & Son, Baltimore Bay State Iron Company, Boston, John H. Reed, treasurer	For four vessels, at 9½ cents per pound. For one vessel, at Boston, at 11 cents per pound, and one other vessel at any other yard at same price, if sixteen months be allowed.		
Alex. Swift & Co., Cincinnati, Ohio. Fort Pitt Iron Works, Pittsburg, Reese, Graff & Dull.	At Philadelphia, at 8½ cents per pound. *At Brooklyn, at 9½ cents per pound. At Philadelphia, at 9½ cents per pound; at Brooklyn, at 9½ cents per pound.		For two or four vessels, at 18 cents per pound.
Everson, Preston & Co., Pittsburg, Pa. Do.	At Boston, at 10 cents per pound; at Portsmouth, 10 cents per pound.	At Brooklyn, at 14½ cents per pound.	
Lazell, Perkins & Co., Bridgewater, Mass. Do.		At Philadelphia, at 14½ cents per pound. At Charlestown, at 16 cents per pound. At Portsmouth, at 16 cents per pound.	At Charleston, at 25 cents per pound. At Brooklyn, at 25 cents per pound, pro- vided additional time be allowed, if the Boston bid is accepted.
Morehead & Co., Pittsburg, Pa.	*At Portsmouth and Boston, at 9½ cents per pound; at Brooklyn and Philadelphia, at 9½ cents per pound.		*At Portsmouth and Boston, at 15½ cents per pound. * At Brooklyn and Philadelphia, at 15½ cents per pound.
Edwin L. Brady, New York.	At New York, at 11½ cents per pound.	At Boston, at 14½ cents per pound.	
Nashua Iron Company, Nashua, N. H. Horace L. Brooks, Avalon Iron Works, Baltimore	For two vessels at 11½ cents per pound.		For one vessel, at 13½ cents per pound, at eleven months. For three vessels at 13½ cents per pound, rolled iron.
Do. Atlantic Works, East Boston.	For two vessels, viz: one at Boston, at 12½ cents per pound, and one at Portsmouth at 13 cents per pound; or, one at Brooklyn, at 13½ cents per pound, and one at Philadelphia, at 13½ cents per pound.		

Brown & Co., Wayne Iron Works, Pittsburg, Pa.....	At Philadelphia, at 12 cents per pound.....
Do.....do.....	At Brooklyn, at 12 cents per pound.....
Globe Iron Works, Boston, Mass.....	
For four vessels, at 10½ cents per pound, as received from rolling mill.....	
For four vessels, at 11½ cents per pound.....	
James Tetlow, East Boston, Mass.....	At Philadelphia or New York, at 15 cents per pound.....
Haigh & Snowden, Pittsburg, Pa.....	At Portsmouth or Charlestown, at 15½ cents per pound.....
Do.....do.....	
Curtis & Tilden, East Boston.....	At Charlestown, at 11 cents per pound.....
Do.....do.....	At Portsmouth, at 11½ cents per pound.....

* Accepted.

Opened in presence of—

A. N. SMITH.
JOHN LENTHALL.
J. W. DEEBLE.

BUREAU OF CONSTRUCTION AND REPAIR, December 22, 1863.

No. 12.

List of contracts for vessels coming under the cognizance of the Bureau of Construction and Repair, made and received since the date of the last report, October 9, 1863, to October 15, 1864.

Date.	Names of contractors.	Vessels.	Amount of contract.	Where building.
1863. Sept. 3	William Cramp & Sons, Philadelphia.	Chattanooga, screw sloop-of-war.	\$340,000	Philadelphia.
Dec. 20	Reaney, Son & Archbold, Philadelphia.	Nina, iron tug-boat.....	128,000	Chester, Penn.
	Do.....	Pinta, iron tug-boat.....	128,000	Do.
	Pussey, Jones & Co., Wilmington, Del.	Pilgrim, iron tug-boat.....	74,000	Wilmington, Del.
	William Pernie, New York.....	Maria, iron tug-boat.....	80,000	Williamsburg, N.Y.
	Do.....	Triana, iron tug-boat.....	128,000	Do.
	James Tetlow, Boston.....	Standish, iron tug-boat.....	84,640	Chelsea, Mass.
	Do.....	Mayflower, iron tug-boat.....	84,640	Do.
	Do.....	Speedwell, iron tug-boat.....	128,000	Do.
	Do.....	Fortune, iron tug-boat.....	128,000	Do.
1864. June 1	Samuel H. Pook, New Haven, Conn.	Stromboli, torpedo-boat.....	13,500	New Haven, Conn.

REPORT OF THE BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT,

Bureau of Steam Engineering, November 28, 1864.

SIR: I have the honor to submit to the department the following statement of the operations of this bureau during the present administration:

The breaking out of the rebellion found the government, in effect, without a navy, and with an immense coast line of the most difficult formation to be stringently blockaded. For this purpose the few sailing vessels of the service were absolutely worthless, while the whole number of steamers consisted of only sixteen screw and six paddle-wheel vessels, with an aggregate burden of forty-two thousand two hundred and forty-four tons. This fleet was composed of four screw frigates with an aggregate of 13,431 tons, and a maximum speed of nine knots per hour. One screw sloop of 4,582 tons, and a maximum speed of eleven knots per hour. Five screw sloops with an aggregate of 9,707 tons, and a maximum speed of nine and a half knots per hour. Four screw sloops with an aggregate of 4,003 tons, and a maximum speed of 11.7 knots per hour. Two screw sloops with an aggregate of 1,610 tons, and a maximum speed of eight knots per hour. Two paddle-wheel sloops with an aggregate of 4,865 tons, and a maximum speed of eleven knots per hour. One paddle-wheel sloop of 1,600 tons, and a maximum speed of nine knots per hour. One paddle-wheel sloop of 1,446 tons, and a maximum speed of ten knots per hour; and two paddle-wheel gunboats with an aggregate of 1,000 tons, and a maximum speed of nine knots per hour. These vessels were scattered over the oceans of the world; a long time elapsed before all could be collected on our own shores, and then many needed extensive repairs before they could be despatched on service. The engineer corps of the navy was very small, and barely sufficient for the steamers.

The first act of the department was the construction of twenty-three screw gunboats of 507 tons each, and having a maximum speed of ten knots per hour. The machinery of four was designed and constructed by the "Novelty Iron Works" of New York city, under the direction of this bureau; that of the re-

maining nineteen was designed by this bureau, and constructed from its drawings and specifications by various establishments over the whole country. They proved excellent sea-boats, and carry a large battery in proportion to their tonnage. They have a draught of water of nine feet, and were built especially for blockaders at the mouths of the lesser southern rivers and harbors. These vessels have now been in constant use for nearly three years; have performed every variety of service, both in battle, as ocean cruisers, and on blockade; and their machinery has proved of the most reliable, economical, and efficient description. They have taken part in every attack from that on Port Royal to the last victory in Mobile bay.

In order to save time, which was of the first consequence, the bureau at once contracted with the original builders of the machinery of the *Iroquois*, *Wyoming*, *Mohican*, and *Seminole*, for duplicate engines and boilers for the *Oneida*, *Tuscarora*, *Kearsarge*, and *Wachusett*. The only change was the substitution of Sewell's surface condenser for Pirson's, and of fixed four-bladed screws for the two-bladed hoisting ones. The hulls of all these vessels are nearly identical, and the maximum speed is 11.7 knots per hour.

There were next constructed by the department twelve double-bowed paddle-wheel steamers, the machinery of which, with the exception of that of the *Miami*, designed and built by Merrick & Sons, of Philadelphia, were made by various establishments from the drawings and specifications of this bureau. These vessels had an aggregate burden of 10,200 tons, and a maximum speed of eleven knots per hour.

In the autumn of 1861 ten screw sloops were constructed with an aggregate of 13,544 tons, the machinery of which was built by various establishments from the drawings and specifications of this bureau. These vessels were to have a maximum speed of eleven and a half knots per hour. Their machinery, which was very simple in design, and strongly built, proved entirely successful, giving the vessels a higher speed than that of any others in the navy, either paddle-wheel or screw, purchased or constructed. The maximum speed proved from twelve to thirteen knots per hour, and could be maintained for many consecutive hours. They have proved highly efficient vessels as blockaders, in battle, and as ocean cruisers.

In the autumn of 1862 a second set of twenty-seven double-bowed paddle-wheel steamers was commenced by the department, with machinery constructed by various establishments from the drawings and specifications of this bureau. These vessels were of 974 tons burden each, making an aggregate of 26,298 tons. Their maximum speed is fourteen and a half knots per hour.

After the completion of these vessels, the construction of six iron double-bowed paddle-wheel steamers, of 1,030 tons each, was commenced with machinery built by different establishments from the drawings and specifications of this bureau. These vessels have an aggregate burden of 6,180 tons, and an intended speed of fifteen knots per hour. They are just on the point of completion, two having already made their trial trips.

There is now in progress of construction the machinery for twenty screw steamers of 2,200 tons burden each, making an aggregate of 44,000 tons. This machinery, which is being constructed by different establishments from the drawings and specifications of this bureau, is now about half completed, and is calculated to give the vessels a maximum speed of thirteen knots per hour.

At the same time there was commenced the construction of the machinery for four screw steamers of 3,200 tons each, making an aggregate burden of 12,800 tons. The engines are geared, have cylinders of one hundred inches diameter, and a stroke of piston of four feet. They are intended to give the vessels a maximum speed of fifteen knots per hour, and have been built from the drawings and specifications of this bureau. They are now about half completed.

There are also in progress of construction at the Charlestown navy yard four

pairs of screw engines from the drawings of this bureau, with cylinders of fifty inches diameter, and a stroke of piston of four and a half feet; also, at the New York navy yard, four pairs of similar engines. The eight vessels for this machinery will have an aggregate burden of 11,200 tons, and a maximum speed of twelve and a half knots per hour.

At the Washington navy yard there is being constructed, from the drawings and specifications of this bureau, three pairs of screw engines, with cylinders of thirty-six inches diameter and three feet stroke of piston. These vessels are of 970 tons each, making an aggregate of 2,910 tons, and are intended to have a speed of twelve knots per hour for the maximum.

At the same yard there is also being constructed one pair of geared screw engines, with cylinders of one hundred inches diameter, and a stroke of piston of four feet. They are made from the drawings of this bureau, and are intended for a vessel of 3,200 tons, which is to have a maximum speed of fifteen knots per hour.

At the same yard, too, there is under construction, from the drawings of this bureau, a pair of screw engines, with cylinders of sixty inches diameter and a stroke of piston of three feet, intended for a vessel of 2,200 tons, which is to have a maximum speed of thirteen knots per hour.

There have also been constructed, from the drawings and specifications of the bureau, the machinery of the wooden armored double-turreted vessels Miantonomah and Tonawanda, and, with the exception of the engine proper, of the duplicate vessels Monadnock and Agamenticus. These vessels are of 1,564 tons burden each, making an aggregate of 6,256 tons, and have a sustained speed of nine and a half knots per hour, with a maximum speed of eleven knots.

The engines for the screw frigate Franklin are in course of construction from the drawings and specifications of the bureau. They are about half completed, and are calculated to give the vessel, which is of 3,684 tons burden, a speed of ten knots per hour for the maximum.

There have been lately completed the three first-class new gunboats Nipsic, Nyack, and Shawmut, of 593 tons each, making an aggregate of 1,779 tons. Their machinery was built from the drawings and specifications of this bureau, and the vessels have a maximum speed of eleven and a half knots per hour.

From the preceding it will be seen that this bureau has furnished the drawings and specifications for the machinery of one hundred and sixteen steamers, having an aggregate burden of 149,906 tons; besides supplying the necessary drawings and directions for the alteration or renewal, in whole or in part, of the machinery of a very large number of vessels additionally.

The following machinery has been constructed under contract with this bureau from drawings and specifications furnished by the contractors. It is additional to what has already been described.

1st. For the screw steamer Chattanooga, of 3,000 tons, by Merrick & Sons, of Philadelphia.

2d. For the screw steamer Madawasca, of 3,200 tons, by John Ericsson.

3d. For the screw steamer Idaho, of 2,500 tons, by E. N. Dickerson.

The machinery of these three vessels is competitive with that of the geared engines of one hundred inches diameter of cylinder designed by the bureau, and is about half completed.

4th. For the gunboat Yantic, of 593 tons, by Merrick & Sons, of Philadelphia.

5th. For the gunboat Pequot, of 593 tons, by William Wright.

6th. For the gunboat Saco, of 593 tons, by Messrs. Corliss, of Providence, Rhode Island.

7th. For the gunboat Kansas, of 593 tons. This machinery was captured in an English blockade runner, and was built for the rebel service in England.

8th. For the gunboat Maumee, of 593 tons; engines by John Ericsson.

The machinery of these five screw gunboats is competitive with that designed

by the bureau for the Nipsic. The Saco's machinery has proved a failure, and will probably have to be removed from the vessel. Those of the Yantic, Kansas, Maumee, and Pequot have given results much below that of the Nipsic. The machinery of the Maumee and Pequot could only be got to work after months of alteration after it was completed on the original design.

The machinery of the Pensacola, a steamer of 2,158 tons, built from the designs of E. N. Dickerson and F. E. Sickels, having proved, after lengthened trials, a complete failure, and being condemned by several boards of marine engine-builders, naval engineers, and chiefs of bureaus as irremediable, has been removed from the vessel, and will be replaced by a pair of screw engines with cylinders of sixty inches diameter, and a stroke of piston of three feet, designed by the bureau.

Our navy having become a very large one, and consisting almost exclusively of steamers, with enormous consumption of coal, and great expenditures for the building and repair of its machinery, it is of the first consequence that this machinery be of the best quality and managed in the best manner. The problem is a difficult one, and its solution slow and costly. It combines so many elements, that the great maritime countries of England and France have not yet reached it either in their war or commercial navies. In them, as in ours, nothing is to be found but variety; and the practice is as numerous as the practitioners, as prominence is given more or less to some of the many conditions involved.

In the machinery designed by this bureau for the navy, the governing principles have been fairness of parts; strict connexions without articulations; simplicity of combination, with such arrangement of the essential organs as to admit of easy access and constant observations; great extent of wearing surfaces, in journals, guides, &c., and a strength of parts insuring against fracture from bad materials, workmanship, bad management, and the greatest possible abnormal strains. The first object to be attained is mechanical success. The machine must be made durable, reliable, always ready for its work, and capable of performing it properly, even in the most unskilful hands. After those are secured economy of fuel is the desideratum.

The valve-gear for the screw-engine is the lap side-valve, fitted with Waddell's equilibrium plate, and mounted upon Bristol's rollers. It is worked by the Stephenson's link, and has a range of expansion momentarily variable from one-third to two-thirds of the stroke of the piston. By a judicious choice of proportions this valve-gear, in the simplest manner, effects the best possible practical distribution of the steam in the cylinder. It admits a variable expansion, and allows a much greater measure of it than is economical to employ, giving at the same time such release and cushioning to the steam as is found necessary to the economy and smooth working of the machine. As a mechanism, it is the simplest and most obvious ever devised for the purpose, and seems scarcely to admit of improvement or of being superseded.

Sewell's surface condenser is used in all cases, long experience having proved it to be the least bulky, most efficient and most reliable of any. It requires less skill and intelligence in those managing it than the common jet condenser.

Martin's vertical water-tube boiler has been principally built, though a great many steamers have been supplied with the horizontal fire-tube boiler. The choice for the naval service seems narrowed to those types, and the bureau has had them experimented on in every variety of size and proportion, in order to ascertain their relative merits in economy of fuel, quantity of steam furnished, and practical adaptability. The results of these experiments have in all cases been considerably in favor of the vertical water-tube boiler. A board, consisting of the principal steam-engine builders of the country and the chief of this bureau, is now experimenting with critical accuracy on two boilers of the respective types, for the purpose of definitively determining their relative merits for the

naval service under every variety of circumstance and of proportion. It is believed the results will be of the utmost importance to all engaged in the manufacture and use of steam machinery.

Another board, consisting of three members of the Franklin Institute, three of the Academy of Science, and three on the part of the department, are now experimenting with the utmost precision on machinery devised by Mr. Horatio Allen, of the Novelty Iron Works, New York city, one of the board, to determine by practical results the economy of using steam with different measures of expansion, under different conditions of mechanism, pressure, and back pressure. It is believed these experiments will give a correct practical solution to a very vexed problem, and be of incalculable benefit.

The bureau has availed itself of every opportunity, in the repair of steamers, to make with their machinery at the wharf lengthened experiments on the economy of using steam with different measures of expansion under all possible variations of condition and of mechanism. These experiments have been made on the grandest scale, with the utmost possible care and completeness, with every variety of type and proportion of machinery, and every known form of expansion gear. They have been made with superheated as well as with saturated steam; but under all conditions the general result proved the fallacy of expecting any economic gain to be derived from expanding steam beyond very moderate limits.

Experiments have also been made on superheated steam, which show a decided and important economy in its use over saturated steam. All boilers now made for the naval service are fitted with superheating apparatus.

Nearly all the various coals of the seaboard States have been the subject of careful experiment, to ascertain their relative value for naval purposes. A board of engineers has also experimented with petroleum as a substitute for coal in naval steamers; but while the results were very favorable, the further development of this important substance as a fuel has been prevented by the discovery that when exposed to the air of a confined space at summer temperature, it gives off, even through the open bung-hole of a barrel, a gas which, when mixed with atmospheric air, becomes explosive and detonates with the force of gun-powder. Until a practical remedy for this is found, it is manifestly useless to experiment upon the best form of apparatus for burning it.

In the steamers bought from the commercial navy of the country, and in the captured blockade runners now adopted for naval service, every variety of marine machinery is to be found, constructed either in America or Great Britain, both screw and paddle-wheel. So far as the exigencies of the war would permit, the different types have been subjected to careful experiment to ascertain their relative merits. Nearly every variety of boiler and of expansion-gear, of rate of expansion, and with both superheated and saturated steam, and of condenser, screw and paddle-wheel, has been made the subject of accurate experiment, and it is believed the files of the department contain the latest and most reliable information on this subject, compared with which the experience of parties outside the department must necessarily sink into insignificance.

The number of establishments in the United States capable of constructing marine machinery is very few, and in addition to the work offered by this bureau, they were extensively engaged on other for the War Department, for the merchant service, and for different bureaus of the navy. It is believed that under no possible pressure could this bureau have obtained another engine from them. Many of them were also extensively occupied with repairing as well as building machinery, and the repairs necessarily had the preference. The navy yard shops were at first almost exclusively occupied with repairs, but are now largely engaged in manufacturing steam machinery, and will probably be able to furnish it as fast as the wants of the department require.

For so large an amount of work thrown at once upon a very limited market, and to be executed in the least possible time, there existed neither skilled labor

nor materials; both had to be created, and, as was inevitable, there was employed much of bad materials and worse workmanship. Neither did there exist a sufficient number of expert engineers to manage the machinery when furnished; they, too, had to be educated; and to these causes must be attributed the principal part of the accidents and deficiencies that have occurred. Those, however, have been wonderfully few in proportion to amount of machinery in constant use—as small a proportion, probably, as can be found at any time in any service.

All the screw machinery lately constructed and in progress lies well below the water line, and is entirely protected from shot, the hulls having been sufficiently lengthened to admit this arrangement, with such power as was necessary to give the higher speeds now found to be desirable.

All of which is respectfully submitted by, sir, your obedient servant,

B. F. ISHERWOOD, *Chief of Bureau.*

Hon. GIDEON WELLES,

Secretary of the Navy.

No. 1.

Estimate of amounts required for the expenditure of the Bureau of Steam Engineering for the fiscal year ending June 30, 1866.

For salary of chief of bureau, ...	\$3, 500 00
“ “ one chief clerk	1, 800 00
“ “ draughtsman	1, 400 00
“ “ clerk, (2d class)	1, 400 00
“ “ assistant draughtsman	1, 200 00
“ “ messenger	1, 000 00
“ “ laborer	720 00
For contingent expenses for blank books, binding, stationery, and miscellaneous items	2, 500 00
	<u>13, 520 00</u>

No. 2.

Estimates of the amounts required for the construction, repair, wear, tear, &c., for machinery of vessels for the fiscal year ending June 30, 1866	\$8, 045, 000 00
For replacing machinery of vessels destroyed in battle or by accident	1, 000, 000 00
For steam machinery of two fast spar-deck steamers, to be constructed in the navy yard	1, 500, 000 00
For steam machinery for eight fast steamers of small class, in progress at the navy yards	2, 500, 000 00
For steam machinery of one pair of 60 by 36 engines for United States steamer Pensacola, in progress at navy yard	400, 000 00
For steam machinery for new wood and iron-clad steamers on the western waters	800, 000 00
For completing steam machinery under contract	1, 500, 000 00
For stores, extra labor, oil, paint, tools, &c., for squadrons ..	1, 400, 000 00
	<u>17, 145, 000 00</u>

No. 3.

Estimate of amount required for incidental expenditures, or contingent, for the fiscal year ending June 30, 1866.

For transportation of materials, printing, stationery, experiments, advertising, books, drawings, models, postage, and incidental expenses	\$85,000 00
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RECAPITULATION OF ESTIMATES.

Salaries and contingent expenses	\$13,520 00
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Naval service.

Construction, repairs, &c., of machinery	\$17,145,000 00
Contingent expenses	85,000 00
	17,230,000 00

No. 7

Statement of contracts for steam machinery made by the Bureau of Steam Engineering since August 1, 1863.

Date.	Contractors.	Vessels.	Price.
1863.	<i>Machinery of paddle-wheel steamers of fifty-eight inches diameter of cylinder and eight feet nine inches stroke of piston.</i>		
Aug. 21	Harrison Loring, Boston	Winnepee	\$104,000
22	Donald McKay, Boston	Ashuelot	104,000
	A. & W. Denmead & Son, Baltimore	Monocacy	104,000
	<i>Machinery of screw steamers of forty-six and a half inches diameter of cylinder and fifty inches stroke of piston.</i>		
Dec. 1	Atlantic Works, Boston	Quinsigamond	580,000
1	C. H. DeLamater, New York	Passaconomy	590,000
1	do	Kalamazoo	580,000
1	Pusey, Jones & Co., Wilmington, Del.	Shakamaxon	590,000
	<i>Machinery of screw steamers of sixty inches diameter of cylinder and thirty-six inches stroke of piston.</i>		
Oct. 25	Globe Works, Boston	Guerriere	400,000
26	Providence Steam Engine Co., Providence, R. I. .	Contoocook	400,000
26	do	do	400,000
Nov. 1	Woodruff & Beach, Hartford, Conn	Piscataqua	400,000
1	do	Minnetonka	400,000
1	do	Manitou	400,000
Oct. 26	D. McLeod, Brooklyn, N. Y.	Morholu	400,000
25	do	do	400,000
25	do	do	400,000
26	John Roach, New York	Java	400,000
26	do	Ontario	400,000
Nov. 13	do	do	400,000
Oct. 25	Homer Ramsdell, Newburgh, N. Y.	do	400,000
25	do	do	400,000
25	Morris, Towne & Co., Philadelphia	Antietam	400,000
25	do	Pushmataha	400,000
26	Hazlehurst & Co., Baltimore	do	400,000
26	Poole & Hunt, Baltimore	do	400,000
25	Harrison Loring, Boston	Kewaydin	400,000
Nov. 13	Corliss Steam Engine Company, Providence, R. I. .	Illinois	400,000
	<i>Machinery of geared-screw engines of one hundred inches diameter of cylinder and four feet stroke of piston.</i>		
Sept. 24	John Roach, New York	Neshaminy	680,000
Oct. 26	Corliss Steam Engine Company, Providence, R. I. .	Pompanoosuc	700,000
	<i>Machinery of back-acting engines of eighty-four inches diameter of cylinder and forty-two inches stroke of piston.</i>		
23	Cramp & Sons, Philadelphia	Chattanooga	600,000
	<i>Machinery of vibrating lever engines of one hundred inches diameter of cylinder and four feet stroke of piston.</i>		
Nov. 5	John Ericsson, New York	Madawasca	700,000
	<i>Machinery of back-acting engines of sixty-eight inches diameter of cylinder and forty-two inches stroke of piston.</i>		
16	Atlantic Works, Boston	Franklin	440,000

Scale of bids for materials for the navy under Bureau of Steam Engineering, under advertisement of February 19, 1864, for the navy yard at—

KITTERY, MAINE.

CLASS 1.		CLASS 15.	
Freeman Orne.....	\$1,950 00	John H. Bailey.....	\$1,300 00
Spalding & Parrott	1,480 00	Freeman Orne.....	*540 00
Mathias Ellis.....	1,430 00	Mathias Ellis.....	1,585 00
William E. Coffin & Co.....	*1,217 50	William A. Wheeler.....	1,155 00
Lockwood & Collins.....	2,780 00		
CLASS 8.		CLASS 16.	
Banker & Carpenter	*3,405 00	Freeman Orne.....	600 00
Freeman Orne.....	5,700 00	Spalding & Parrott.....	420 00
Mathias Ellis.....	3,870 00	Mathias Ellis.....	*359 00
Southard, Herbert & Co.....	5,235 00	William A. Wheeler.....	640 00
William A. Wheeler.....	5,250 00	George Adams.....	400 00
William H. Weed.....	3,900 00	Smith Bro's & Co.....	399 00
Edwin L. Brady.....	5,700 00	Edwin L. Brady.....	500 00
Lockwood & Collins	6,000 00	Lockwood & Collins.....	480 00
CLASS 10.		CLASS 19.	
John H. Bailey.....	1,351 00	John H. Bailey.....	270 00
Freeman Orne.....	1,621 00	Mathias Ellis.....	270 00
Mathias Ellis.....	1,500 00	William A. Wheeler.....	330 00
William A. Wheeler.....	1,339 25	George Adams.....	300 00
Smith Bros. & Co.....	*1,209 96	Smith Bro's & Co.....	*244 80
Edwin L. Brady.....	4,883 50	Edwin L. Brady.....	500 00
Lockwood & Collins.....	1,602 00	Lockwood & Collins.....	276 00

CHARLESTOWN, MASSACHUSETTS.

CLASS 1.		CLASS 6.	
Mathias Ellis.....	\$15,222 50	Banker & Carpenter.....	*1,438 00
John H. Flagler	15,220 00	Mathias Ellis.....	1,700 00
Freeman Orne.....	15,210 00	William A. Wheeler.....	1,675 00
Smith Bros. & Co.....	*13,871 70	Freeman Orne.....	1,630 00
Edwin L. Brady.....	14,030 00	George Adams.....	1,600 00
Lockwood & Collins	14,960 00	Edwin L. Brady.....	2,150 00
CLASS 2.		Grove & Ambruster	11,000 00
Mathias Ellis.....	11,200 00	Lockwood & Collins	10,500 00
William A. Wheeler.....	11,500 00		
Freeman Orne.....	*11,000 00	CLASS 7.	
Smith Bros. & Co.....	12,853 00	Banker & Carpenter.....	*2,377 50
Edwin L. Brady.....	11,200 00	Mathias Ellis.....	2,580 00
CLASS 4.		Southard, Herbert & Co.....	2,490 00
Banker & Carpenter.....	*10,235 00	William A. Wheeler.....	2,600 00
Mathias Ellis.....	13,320 00	Speare, Burke & Gregory.....	2,450 00
William A. Wheeler	16,400 00	William & F. H. Whittemore..	2,840 00
Boston Belting Co.....	11,130 00	Elbridge G. Alden & Co.....	2,560 00
Freeman Orne.....	12,125 00	Mullet & Bradbury.....	2,380 00
Henry W. Burr.....	10,850 00	Freeman Orne.....	2,700 00
Smith Bros.....	13,050 40	George Adams.....	2,500 00
Edwin L. Brady.....	24,725 00		
Grove & Ambruster	15,775 00		
Lockwood & Collins	17,525 00		
CLASS 5.			
Banker & Carpenter.....	8,993 75		
Mathias Ellis.....	9,725 00		

Edwin L. Brady.....	\$2,700 00
Grove & Ambruster.....	2,780 00
Lockwood & Collins.....	2,600 00

CLASS 9.

Banker & Carpenter.....	3,440 60
Wm. A. Wheeler.....	4,468 00
Spear, Burke & Gregory.....	3,759 00
Mullet & Bradbury.....	*3,424 00
Freeman Orne.....	4,192 00
John Peardon & Sons.....	3,739 80
Grove & Ambruster.....	4,532 00
Lockwood & Collins.....	3,895 00

CLASS 10.

Wm. A. Wheeler.....	*10,091 30
Freeman Orne.....	14,572 20
Smith Brothers.....	13,406 57
Grove & Ambruster.....	15,400 30
Lockwood & Collins.....	12,998 00

CLASS 11.

Mathias Ellis.....	10,105 26
Wm. A. Wheeler.....	5,067 50
Freeman Orne.....	*3,815 88
Smith Brothers.....	8,920 90
Grove & Ambruster.....	8,068 12
Lockwood & Collins.....	13,096 00

CLASS 12.

Wm. A. Wheeler.....	*2,750 00
Freeman Orne.....	3,465 00
Edwin L. Brady.....	3,665 00
Grove & Ambruster.....	3,615 00
Lockwood & Collins.....	4,705 00

CLASS 16.

Mathias Ellis.....	1,470 00
Wm. A. Wheeler.....	1,920 00
Freeman Orne.....	1,500 00
George Adams.....	1,800 00
Smith Brothers.....	*1,224 00
Edwin L. Brady.....	2,400 00
Lockwood & Collins.....	1,320 00

CLASS 17.

Mathias Ellis.....	1,803 50
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Wm. A. Wheeler.....	\$1,996 00
Freeman Orne.....	2,560 00
Smith Brothers.....	*1,608 00

CLASS 18.

Mathias Ellis.....	6,450 00
Wm. A. Wheeler.....	6,130 00
Freeman Orne.....	5,630 00
Smith Brothers.....	*5,132 00
Grove & Ambruster.....	6,638 00

CLASS 19.

Mathias Ellis.....	9,163 00
Wm. A. Wheeler.....	8,940 00
Freeman Orne.....	*8,213 00
Smith Brothers.....	8,884 50
Lockwood & Collins.....	8,950 00

CLASS 20.

Banker & Carpenter.....	*660 00
Mathias Ellis.....	1,360 00
Hone & French.....	1,360 00
Wm. A. Wheeler.....	1,360 00
Freeman Orne.....	1,040 00
Grove & Ambruster.....	1,200 00
Lockwood & Collins.....	1,168 00

CLASS 21.

Banker & Carpenter.....	*382 50
Mathias Ellis.....	850 00
Hone & French.....	660 00
Wm. A. Wheeler.....	500 00
Grove & Ambruster.....	600 00
Lockwood & Collins.....	485 00

CLASS 22.

Banker & Carpenter.....	*1,197 50
Hone & French.....	1,950 00
Wm. A. Wheeler.....	1,570 00
Freeman Orne.....	1,850 00
Lockwood & Collins.....	1,800 00

CLASS 23.

Wm. A. Wheeler.....	1,658 50
Abram E. Cutter.....	*1,623 59
Aaron R. Gay.....	2,111 19

BROOKLYN, NEW YORK.

CLASS 1.

Freeman Orne.....	\$8,840 00
Wm. A. Wheeler.....	*7,980 00
Edwin L. Brady.....	10,355 00
John J. Bingham.....	8,893 75
Lockwood & Collins.....	12,000 00

CLASS 3.

Freeman Orne.....	2,875 00
Wm. A. Wheeler.....	4,875 00

George Adams.....	*\$2,700 00
John J. Bingham.....	4,625 00

CLASS 4.

Freeman Orne.....	*9,750 00
Mathias Ellis.....	11,715 00
Sylvanus Thomas.....	Informal.
Wm. A. Wheeler.....	14,975 00
Edwin L. Brady.....	13,750 00
John J. Bingham.....	10,815 00
Lockwood & Collins.....	12,800 00

CLASS 5.

Freeman Orne.....	\$16,000 00
Banker & Carpenter.....	*11,487 50
Mathias Ellis.....	19,500 00
Southard, Herbert & Co.....	18,000 00
Wm. A. Wheeler.....	15,000 00
William Miller.....	18,500 00
William H. Weel.....	17,000 00
Cooley & Gregson.....	{ 7,500 00
	{ 12,000 00
	{ 5,500 00
Edwin L. Brady.....	19,900 00
John J. Bingham.....	19,000 00
Lockwood & Collins.....	18,000 00

Cooley & Gregson's bid rejected as informal.

CLASS 6.

Freeman Orne.....	3,280 00
John Leary.....	*3,000 00
Banker & Carpenter.....	3,775 00
Wm. A. Wheeler.....	4,275 00
William Miller.....	4,315 00
George Adams.....	3,325 00
John J. Bingham.....	4,340 00
Lockwood & Collins.....	3,840 00

CLASS 7.

Freeman Orne.....	10,400 00
John Leary.....	10,000 00
Banker & Carpenter.....	*9,530 00
Southard, Herbert & Co.....	11,200 00
Wm. A. Wheeler.....	10,240 00
Elbridge G. Alden & Co.....	10,400 00
William Miller.....	10,000 00
George Adams.....	10,000 00
Edwin L. Brady.....	10,400 00
John J. Bingham.....	10,800 00
Lockwood & Collins.....	10,400 00

CLASS 9.

Freeman Orne.....	1,680 00
Banker & Carpenter.....	1,545 00
Wm. A. Wheeler.....	1,860 00
John J. Bingham.....	*1,488 00
Lockwood & Collins.....	1,704 00

CLASS 10.

Freeman Orne.....	22,603 70
Wm. A. Wheeler.....	*19,683 50
Grove & Ambruster.....	25,813 25
John J. Bingham.....	20,994 00
Lockwood & Collins.....	22,360 00

CLASS 11.

Freeman Orne.....	*2,881 25
Wm. A. Wheeler.....	3,628 75
Grove & Ambruster.....	4,677 70
John J. Bingham.....	4,047 50
Lockwood & Collins.....	5,669 50

CLASS 12.

Freeman Orne.....	7,200 00
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Wm. A. Wheeler.....	*\$1,897 00
Edwin L. Brady.....	2,932 50
John J. Bingham.....	2,301 00

CLASS 14.

Freeman Orne.....	16,250 50
Wm. A. Wheeler.....	13,626 75
Felix Campbell.....	*13,488 76
Edwin L. Brady.....	15,742 30

CLASS 16.

Freeman Orne.....	2,800 00
Wm. A. Wheeler.....	3,140 00
John J. Bingham.....	2,640 00
Lockwood & Collins.....	*2,500 00

Lockwood & Collins refused to execute contract.

CLASS 17.

Freeman Orne.....	*4,289 00
W. A. Wheeler.....	5,707 00
Lockwood & Collins.....	6,266 00

CLASS 18.

Freeman Orne.....	*11,605 00
Wm. A. Wheeler.....	12,825 00
Edwin L. Brady.....	12,850 00
John J. Bingham.....	12,500 00
Lockwood & Collins.....	11,980 00

CLASS 19.

Freeman Orne.....	*4,350 00
W. A. Wheeler.....	4,425 00
Edwin L. Brady.....	4,775 00
John J. Bingham.....	5,340 00
Lockwood & Collins.....	4,475 00

CLASS 20.

Freeman Orne.....	780 00
John Leary.....	540 00
Banker & Carpenter.....	*525 00
Hone & French.....	1,020 00
Wm. A. Wheeler.....	1,080 00
Wm. Miller.....	900 00
Edwin L. Brady.....	1,080 00
John J. Bingham.....	960 00
Lockwood & Collins.....	894 00

CLASS 22.

Freeman Orne.....	1,295 00
John Leary.....	1,125 00
Banker & Carpenter.....	975 50
Hone & French.....	1,285 00
Wm. A. Wheeler.....	1,350 00
Wm. Miller.....	1,015 00
John J. Bingham.....	*965 00
Lockwood & Collins.....	1,130 00

CLASS 23.

Freeman Orne.....	332 75
Wm A. Wheeler.....	*263 00

CLASS 25.		S. M. Ackman & Co.	\$2,260 00
Freeman Orne	*\$1,160 00	Wm. A. Wheeler	2,315 00
		Wm. Porter & Sons	2,010 00
		Lockwood & Collins	2,560 00
CLASS 26.		CLASS 30.	
Freeman Orne	1,400 00	Freeman Orne	*200 00
John J. Bingham	*1,000 00	Wm. A. Wheeler	400 00
CLASS 29.		Sillick Nichols	290 00
Freeman Orne	*1,858 00	Lockwood & Collins	380 00

PHILADELPHIA, PENNSYLVANIA.

CLASS 1.		John W. Simes & Son	\$1,225 00
Freeman Orne	*\$2,437 50	Freeman Orne	1,350 00
Wm. F. Potts	2,500 00	John Leary	1,200 00
Edwin L. Brady	3,000 00	Southard, Herbert & Co.	1,310 00
Lockwood & Collins	2,737 50	Cochran & Russell	1,250 00
CLASS 3.		William A. Wheeler	1,250 00
Freeman Orne	230 00	George Adams	1,250 00
Wm. A. Wheeler	400 00	Edwin L. Brady	1,300 00
Chas. M. Ghriskey	350 00	Grove & Ambruster	1,280 00
George Adams	220 00	Lockwood & Collins	1,300 00
Grove & Ambruster	450 00	CLASS 9.	
Lockwood & Collins	1,000 00	John W. Simes & Son	*1,350 25
CLASS 4.		Freeman Orne	1,377 50
Freeman Orne	*2,410 00	William A. Wheeler	1,713 00
Wm. A. Wheeler	3,262 50	Charles M. Ghriskey	1,526 50
Chas. M. Ghriskey	3,212 50	Grove & Ambruster	1,398 00
Edwin L. Brady	3,617 50	Lockwood & Collins	1,423 00
Grove & Ambruster	3,718 00	CLASS 10.	
Lockwood & Collins	3,743 00	Freeman Orne	2,639 65
CLASS 5.		William A. Wheeler	*2,497 30
Banker & Carpenter	1,825 00	Charles K. Ghriskey	2,582 82
Freeman Orne	2,000 00	Grove & Ambruster	2,663 19
Sylvanus Thomas	*1,800 00	Lockwood & Collins	3,301 90
Southard, Herbert & Co.	1,870 00	CLASS 11.	
Cochran & Russell	1,950 00	Freeman Orne	*1,264 34
Wm. A. Wheeler	2,100 00	William A. Wheeler	1,536 00
Chas M. Ghriskey	2,150 00	Charles M. Ghriskey	2,376 00
George Adams	2,000 00	Grove & Ambruster	1,843 00
Edwin L. Brady	2,300 00	Lockwood & Collins	2,852 40
Grove & Ambruster	1,990 00	CLASS 12.	
Lockwood & Collins	2,100 00	Freeman Orne	864 50
CLASS 6.		William A. Wheeler	*655 00
Banker & Carpenter	*967 50	Charles M. Ghriskey	719 00
John W. Simes & Son	1,005 00	Edwin L. Brady	570 90
Freeman Orne	1,045 00	Grove & Ambruster	570 50
John Leary	1,000 00	Lockwood & Collins	1,237 00
William A. Wheeler	1,072 50	Edwin L. Brady's bid thrown out by order of the department.	
Charles M. Ghriskey	1,075 00	Grove & Ambruster's bid thrown out for having failed to execute previous contract with bureau.	
George Adams	987 50	CLASS 14.	
Grove & Ambruster	1,077 50	Freeman Orne	*\$162 50
Lockwood & Collins	1,000 00	William A. Wheeler	202 00
CLASS 7.			
Banker & Carpenter	*1,192 50		

Charles M. Ghriskey	\$212 00
George Adams	176 50
Edwin L. Brady	426 00
Grove & Ambruster	188 40

CLASS 16.

Freeman Orne	*585 00
William F. Potts	663 00
William A. Wheeler	821 00
Charles M. Ghriskey	714 00
George Adams	758 00
Lockwood & Collins	592 50

CLASS 17.

Freeman Orne	135 00
William A. Wheeler	130 00
Charles M. Ghriskey	160 00
Edwin L. Brady	150 00
Grove & Ambruster	132 50
Lockwood & Collins	*105 00

Lockwood & Collins refused to execute contract.

CLASS 18.

Freeman Orne	7,761 75
William A. Wheeler	7,907 25
Charles M. Ghriskey	7,899 45
Edwin L. Brady	10,621 00
Grove & Ambruster	7,288 90
Henry, Windsor & Co	*6,936 65
Lockwood & Collins	9,011 00

CLASS 19.

Freeman Orne	1,302 00
William A. Wheeler	*1,237 00
Charles M. Ghriskey	1,357 10
Grove & Ambruster	1,261 80

Lockwood & Collins	\$1,286 00
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CLASS 20.

Banker & Carpenter	*175 00
John W. Simes & Son	280 00
Freeman Orne	260 00
John Leary	185 00
Howe & French	340 00
William A. Wheeler	380 00
Grove & Ambruster	255 00
Lockwood & Collins	298 00

CLASS 21.

Banker & Carpenter	123 75
John W. Simes & Son	135 00
Freeman Orne	225 00
John Leary	*120 00
Howe & French	202 50
William A. Wheeler	210 00
Grove & Ambruster	142 50
Lockwood & Collins	149 10

CLASS 22.

Banker & Carpenter	*504 25
John W. Simes & Son	557 75
Freeman Orne	807 00
John Leary	807 50
Howe & French	730 00
William A. Wheeler	800 00
Grove & Ambruster	598 75
Lockwood & Collins	735 00

CLASS 23.

William A. Wheeler	120 50
Ferdinand Foster	*78 11
William F. Murphy & Sons	87 70

WASHINGTON, D. C.

CLASS 1.

E. Wheeler	\$1,880 00
A. V. Gray	*1,653 75
William A. Wheeler	2,800 00
Freeman Orne	2,160 00
Edwin L. Brady	2,590 00
Lockwood & Collins	1,870 00

CLASS 17.

E. Wheeler	\$594 00
A. V. Gray	*594 00
William A. Wheeler	941 00
Freeman Orne	825 00
Edwin L. Brady	825 00
Lockwood & Collins	620 00

Award of bid decided by lot in favor of A. V. Gray.

Schedule of materials required at the several navy yards for 1864.

WM. E. COFFIN & Co. DATE OF CONTRACT, APRIL 2, 1864.

Class No. 1, boiler iron, &c.

2,000 pounds Pembroke boiler rivets	\$0 09	per pound.
5,000 pounds best Pembroke rivet iron, from $\frac{1}{2}$ to 1 inch ..	07 $\frac{3}{4}$	per pound.
10,000 pounds best Pembroke iron, round	06 $\frac{1}{2}$	per pound.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 8, metallic oil.

3,000 gallons metallic oil, for lubricating..... \$1 13½ per gallon.
To be delivered as required.

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 10, engineers' stores.

6 flasks mercury, (70 pounds each)..... \$1 10 per pound.
15 barrels pipe clay..... 2 00 per barrel.
800 pounds sheet brass, assorted..... 51 ²⁷/₁₀₀ per pound.
10 pounds sheet mica, 4 by 6 inches..... 1 95 per pound.
25 pounds copper hose rivets, assorted..... 62 per pound.
600 pounds lag screws, $\frac{5}{8}$ to $\frac{7}{8}$ inch in diameter, 2½ inches
long..... 14 per pound.
1,000 pounds bolts and nuts, assorted..... 14 per pound.
12 breast drills, with set of drills, per sample..... 3 60 each.
To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 15, tubing, &c.

800 pounds brass tubing, assorted sizes..... \$0 30 per pound.
500 pounds copper tubing, $\frac{5}{8}$ to 1 inch..... 30 per pound.
500 pounds brass tubing, (tinned,) $\frac{5}{8}$ inch in diameter, length
as required..... 30 per pound.
To be delivered as required.

MATHIAS ELLIS. DATE OF CONTRACT, MARCH 29, 1864.

Class No. 16, steel.

2,000 pounds round steel, assorted..... \$0 17 ²⁵/₁₀₀ per pound.
To be delivered as required.

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 19, zinc.

2,000 pounds slab zinc..... \$0 12 ²⁴/₁₀₀ per pound.
To be delivered as required.

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 1, boiler iron and rivets

100,000 pounds boiler iron, plate, from $\frac{3}{16}$ to $\frac{4}{8}$ inch thick.. \$0 09 ⁶⁷/₁₀₀ per pound.
8,000 pounds boiler plate iron, from $\frac{7}{16}$ to $\frac{13}{16}$ inch thick.. 09 ⁶⁷/₁₀₀ per pound.
2,000 pounds puddle plate iron, from 6 to 10 wire-gauge.. 07 ⁵³/₁₀₀ per pound.
25,000 pounds boiler rivets, $\frac{1}{2}$ to $\frac{3}{4}$ inch..... 09 ⁶⁷/₁₀₀ per pound.
10,000 pounds sheet iron, Nos. 12 to 20..... 08 ⁶⁰/₁₀₀ per pound.
To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 2, pig iron.

100 tons No. 1 best cold blast, American, 2,240 pounds to
the ton..... \$60 00 per ton.
100 tons No. 2 American pig iron, 2,240 pounds to the ton. 50 00 per ton.
To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 4, gum packing, rubber hose, &c.

2,000 pounds rubber packing.....	\$0 67	per pound.
1,000 pounds Tuck's packing.....	1 13	per pound.
1,000 pounds sheet rubber, for valves.....	1 07	per pound.
2,500 pounds rubber valves.....	1 09	per pound.
5,000 feet rubber hose, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches in diameter	49	per foot.
1,000 pounds gum packing.....	65	per pound.
1,000 pounds rubber gaskets, per patterns.....	87	per pound.

To be delivered as required.

MULLET & BRADBURY. DATE OF CONTRACT, MARCH 26, 1864.

Class No. 5, sperm oil.

5,000 gallons winter-strained sperm oil.....	\$1 77	per gallon.
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To be delivered as required.

All applications for samples or information will be made to the commandant of the yard.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 6, linseed oil and turpentine.

500 gallons linseed oil, boiled.....	\$1 60	per gallon.
200 gallons spirits of turpentine.....	3 19	per gallon.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 7, lard-oil.

2,000 gallons best quality lard-oil, for lubricating.....	\$1 18 $\frac{7}{8}$	per gallon.
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To be delivered as required.

MULLET & BRADBURY. DATE OF CONTRACT, MARCH 26, 1864.

Class No. 9, tallow and soap.

25,000 pounds pure beef tallow	\$0 12 $\frac{1}{2}$	per pound.
1,200 pounds brown soap.....	08 $\frac{1}{4}$	per pound.
20 boxes candles.....	10 00	per box.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 10, engineers' stores.

2,500 pounds Italian hemp packing yarn.....	\$0 25	per pound.
500 pounds packing cotton	50	per pound.
2,000 pounds anti-attrition metal	35	per pound.
20 balances, spring, to weigh 50 pounds	1 25	each.
20 beams, scales	3 50	each.
2,000 Bristol brick.....	08	each.
5,000 brick, fire.....	05	each.
1,000 brooms, corn	25	each.
600 brooms, hickory	25	each.
150 brushes, flue.....	1 25	each.
300 brushes, paint.....	75	each.
150 brushes, whitewash.....	1 00	each.
250 brushes, scrubbing	25	each.
200 pounds borax.....	35	per pound.
50 pounds chalk, white	03	per pound.
10 pounds chalk, red.....	08	per pound.
30 barrels clay, fire.....	2 00	per barrel.

20 drawing scales.....	\$0 50	each.
500 pounds emery, assorted numbers.....	15	per pound.
50 reams emery cloth, assorted numbers	25 00	per ream.
24 lamps, astral or solar.....	6 00	each.
300 lamps, globe, with fenders.....	2 50	each.
24 lamps, swivel.....	5 00	each.
600 pounds lampwick.....	80	per pound.
500 lamp chimneys	12	each.
10 flasks mercury, each containing 75 pounds.....	75 00	each.
30 barrels meal, oat, in half barrels	5 00	per barrel.
200 needles, sail	05	each.
1,000 pounds potash	14	per pound.
50 padlocks, brass.....	50	each.
50 palms, sewing	30	each.
50 pairs scissors, lampwick.....	25	each.
50 pairs scissors, common	25	each.
200 scrapers, common	30	each.
100 pounds rotten-stone.....	08	per pound.
500 pounds soap stone, pulverized.....	08	per pound.
250 pounds flour, sulphur.....	15	per pound.
50 pounds sal ammoniac	25	per pound.
100 pounds twine, sewing.....	75	per pound.
100,000 tacks, iron.....	08	per M.
50,000 tacks, copper.....	72	per M.
1,000 circular lampwicks	02	each.
100 pounds lamb's wool.....	50	per pound.
7,000 pounds cotton-waste.....	32	per pound.
150 pounds pulverized glass.....	08	per pound.
500 hand lamps, brass.....	50	each.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 11, engineers' tools.

20 anvils, to weigh 140 pounds each.....	\$0 20	per pound.
50 axes, handled	1 12	each.
20 calipers.....	50	each.
20 compasses.....	30	each.
20 forges, blacksmiths'	20 00	each.
1,500 hand files, half-round, flat, square, round saw.....	15	each.
20 grindstones, mounted, 26 inches diameter.....	10 00	each.
48 hatchets, handled	06	each.
40 ladles, iron.....	30	each.
600 scoop shovels.....	1 50	each.
40 squares, iron, machinists', assorted.....	1 00	each.
40 stocks and dies, $\frac{3}{8}$ to $1\frac{1}{2}$ inch.....	6 00	each.
24 two-foot rules, "two-fold," brass-bound.....	50	each.
20 tinman's shears.....	6 00	each.
20 vices, one-half bench and one-half parallel jaw.....	8 00	each.
72 pawl wrenches, assorted sizes.....	5 50	each.
100 screw wrenches, assorted sizes, from 7 to 18 inches..	2 00	each.
5,000 washers, assorted sizes, as required.....	01	each.
20 screw punches.....	25	each.
20 hand vices.....	50	each.
20 breast drill braces	2 50	each.
36 hack saws, assorted sizes.....	1 00	each.
250 hack saw blades, assorted sizes.....	50	each.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 12, engineers' instruments.

20 sets drawing instruments	\$15 00	per set.
200 hydrometers.....	1 00	each.
10 indicators.....	75 00	each.

25 steam gauges.....	\$25 00	each.
18 vacuum gauges.....	25 00	each.
100 thermometers.....	1 25	each.
300 thermometers for salinometers.....	1 00	each.
To be delivered as required.		

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 16, steel.

6,000 pounds assorted steel.....	\$0 20 $\frac{40}{100}$	per pound.
To be delivered as required.		

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 17, iron nails, bolts, and nuts.

2,000 pounds iron nails, assorted.....	\$0 05 $\frac{90}{100}$	per pound.
5,000 screw bolts.....	06	each.
20,000 pounds bar iron, flat, square, and round, as required	05 $\frac{85}{100}$	per pound.
200 pounds iron wire, assorted.....	10	per pound.
To be delivered as required.		

SMITH BROS. & Co. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 18, copper.

10,000 pounds sheet copper, braziers', (sizes as required)---	\$0 50	per pound.
200 pounds copper wire, assorted.....	66	per pound.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 19, tin and lead.

1,000 pounds pig lead.....	\$0 13	per pound.
50,000 pounds sheet lead.....	14	per pound.
1,000 pounds lead pipe, $\frac{1}{2}$ to 2 inch.....	15	per pound.
20 boxes sheet tin, sizes as required.....	30 00	per box.
600 pounds soft solder.....	50	per pound.
100 pounds spelter solder.....	33	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 20, white lead.

8,000 pounds white lead, ground.....	\$0 08 $\frac{1}{4}$	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 21, zinc paint.

5,000 pounds zinc paint.....	\$0 07 $\frac{65}{100}$	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 22, colored paints, dryers.

1,000 pounds black lead.....	\$0 06	per pound.
5,000 pounds red lead.....	13 $\frac{1}{2}$	per pound.
2,000 pounds black paint.....	06 $\frac{1}{2}$	per pound.
1,000 pounds lampblack.....	08	per pound.
2,000 pounds green paint.....	06	per pound.
1,000 pounds litharge.....	13 $\frac{1}{4}$	per pound.
To be delivered as required.		

ABRAM E. CUTTER. DATE OF CONTRACT, ———.

Class No. 23, stationery.

60 account books.....	\$1 50	each.
500 memorandum books.....	50	each.
20 requisition books.....	3 00	each.
20 portfolios.....	1 50	each.
100 log slates.....	1 00	each.
25 pieces India ink.....	20	per piece.
24 bottles red ink, carmine.....	37½	per bottle.
84 bottles black ink.....	20	per bottle.
50 ink saucers.....	37	each.
50 inkstands.....	25	each.
80 quires envelope paper.....	30	per quire.
80 quires cartridge paper.....	50	per quire.
30 reams ruled letter paper.....	3 50	per ream.
30 reams cap paper.....	4 00	per ream.
30 reams cap paper, regulation.....	7 00	per ream.
400 sheets drawing paper, double elephant.....	28	per sheet.
500 sheets tracing paper, double elephant.....	12	per sheet.
25 dozen drawing pencils.....	85	per dozen.
20 gross slate pencils.....	40	per gross.
50 gross steel pens.....	80	per gross.
1,000 quills, No. 80.....	00¼	each.
10 pounds wafers, in quarter pound packages.....	50	per pound.
144 pieces sealingwax.....	06	per piece.
25 letter stamps.....	10	each.
20 pounds India-rubber.....	1 00	per pound.
20,000 official envelopes.....	6 00	per M.
20,000 letter envelopes.....	3 00	per M.
240 pieces red tape.....	24	per dozen.
20 pounds gum-arabic.....	20	per pound.
240 drawing pins.....	08	each.
4 reams blotting board.....	11 25	per ream.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 1, boiler iron.

500 pounds galvanized sheet iron, such as may be required.....	\$0 30	per pound.
50,000 pounds best round iron, (Ulster,) from ¼ to 2 inches diameter.....	08	per pound.
15,000 pounds smoke-pipe iron, such sizes as may be required.....	08	per pound.
10,000 pounds boiler rivets, 2 by ⅝ inches.....	12	per pound.
5,000 pounds boiler rivets, assorted.....	14	per pound.
1,000 pounds button-head rivets, assorted.....	14	per pound.
500 pounds sheet iron rivets, assorted.....	14	per pound.
500 pounds grooved iron, assorted.....	08	per pound.
5,000 pounds sheet iron, assorted.....	08	per pound.
1,000 pounds hoop iron, assorted.....	08	per pound.

To be delivered as required.

GEORGE ADAMS. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 3, boiler felting.

2,500 square yards boiler felting, such as may be required	\$1 08	per square yard.
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To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 4, gum packing, rubber hose, &c.

500 feet rubber hose, 4-ply, 2½ inches in diameter.....	\$1 25	per foot.
1,000 feet rubber hose, 3-ply, 1½ inch in diameter.....	60	per foot.

1,500 feet rubber hose, 2-ply, 1½ inch in diameter.....	\$0 50	per foot.
1,000 feet rubber hose, 2-ply, 1 inch in diameter.....	40	per foot.
2,500 pounds round rubber packing, duck outside, assorted	75	per pound.
3,000 pounds sheet rubber packing, such as may be required.....	1 00	per pound.
2,000 pounds pure vulcanized rubber valves, rings, &c, such as may be required, per pattern.....	1 25	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 5, lubricating oils.

10,000 gallons best lubricating oil.....	\$1 14 ⁷ / ₈	per gallon.
To be delivered as required.		

JOHN LEARY. DATE OF CONTRACT, APRIL 7, 1864.

Class No. 6, linseed oil, turpentine, and alcohol.

1,000 gallons linseed oil, boiled.....	\$1 75	per gallon.
500 gallons soft, clear turpentine.....	1 20	per gallon.
100 gallons neat's-foot oil.....	1 25	per gallon.
250 gallons alcohol, best quality, ninety-five per cent. proof.....	2 10	per gallon.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 7, lard-oil.

8,000 gallons best lard-oil.....	\$1 19 ¹ / ₈	per gallon.
To be delivered as required.		

JOHN J. BINGHAM. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 9, tallow and soap.

12,000 pounds pure beef tallow.....	\$0 12 ⁴⁰ / ₁₀₀	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 10, engineers' stores.

500 pounds anti-attrition metal.....	\$0 45	per pound.
100 pairs brass butt hinges, cast from 1 to 3 inches.....	25	per pair.
100 pounds borax, in 5-pound cans.....	50	per pound.
600 bricks, (Bath).....	07	each.
5,000 bricks, fire, (assorted).....	60 00	per M.
250 brushes, paint, from 0 to 000000.....	50	each.
600 brushes, hand scrubbing.....	25	each.
250 brushes, whitewash.....	1 00	each.
6 dozen chest locks, brass, 1 to 4 inches.....	6 00	per dozen.
10 barrels Roman cement.....	3 00	per barrel.
500 pounds charcoal, animal, nut size.....	10	per pound.
200 bushels hard wood charcoal.....	45	per bushel.
300 coal baskets, bound with hide.....	1 00	each.
12,000 pounds cotton-waste, wiping stuff, per sample.....	30	per pound.
50 barrels coal tar.....	50 00	per barrel.
200 pounds chalk, white.....	04	per pound.
750 pounds candles, best sperm.....	35	per pound.
150 reams emery cloth, assorted.....	25 00	per ream.
200 pounds emery, assorted, in 5-pound cans.....	15	per pound.
50 fishing lines, flax, 240 feet.....	60	each.
50 grindstones, Ohio, 120 pounds each, mounted.....	8 00	each.
250 pounds ground glass, assorted, in 2½-pound cans...	08	per pound.
300 pounds best white glue.....	45	per pound.

100 shoe knives.....	\$0 15	each.
300 pounds lampwick yarn.....	1 00	per pound.
100 pairs lamp scissors.....	35	per pair.
50 ladles, iron.....	1 00	each.
50 gross circular lampwick, such as may be required....	1 50	per gross.
50 barrels lime.....	1 75	per barrel.
50 dozen lamp hooks, brass, per sample.....	75	per dozen.
700 pounds mercury, in flasks.....	1 00	per pound.
50 mouth-pieces, per sample.....	1 50	each.
2,500 pounds Italian hemp packing.....	25	per pound.
1,000 pounds cotton packing.....	50	per pound.
200 brass padlocks, assorted.....	60	each.
500 pounds rotten-stone, in 5-pound cans.....	12	per pound.
150 pounds sal ammoniac.....	25	per pound.
100 pounds sewing twine.....	50	per pound.
1,000 pounds pulverized sulphur, in 10-pound cans.....	12	per pound.
500 pounds pulverized soapstone, in 5-pound cans.....	8	per pound.
500 pounds soft solder.....	38	per pound.
10 reams sandpaper.....	3 50	per ream.
50 sewing palms, mounted.....	30	each.
20 papers sail needles.....	50	per paper.
50 scale beams, to weigh 500 pounds.....	4 00	each.
50 spring balances, to weigh 75 pounds by ounces.....	3 50	each.
500 ship-scrapers.....	40	each.
100 dozen first quality steel scoop shovels.....	12 00	per dozen.
25 dozen first quality steel flat shovels.....	18 00	per dozen.
100 papers copper tacks, assorted.....	35	per paper.
100 papers iron tacks, assorted.....	10	per paper.
50 pounds worsted yarn, for wicks.....	30	per pound.
150 pounds steel wire, assorted.....	40	per pound.
100 pounds copper wire, assorted.....	60	per pound.
150 pounds brass wire, assorted.....	50	per pound.
100 pounds iron wire, assorted.....	15	per pound.
500 feet wire rope, from $\frac{1}{4}$ to $\frac{7}{8}$ inch diameter.....	65	per foot.
100 barrels fire-clay.....	1 90	per barrel.
50 sides lacing leather.....	3 50	per side.
20 sides pump leather.....	8 00	per side.
100 pounds rosin.....	20	per pound.
50 hand bellows, per sample.....	1 25	each.
50 solder pots.....	1 50	each.
50 Manilla mats, such as may be required.....	1 00	each.
50 mops, with handles, such as may be required.....	75	each.
25 tons Smith's coal.....	8 50	per ton.
50 pounds Turkey stone, in 5-pound cans.....	40	per pound.
10 pounds best German silver.....	4 00	per pound.
1,000 address tags, such as may be required.....	10 00	per M.
1,500 feet small lap-welded chain, such as may be required	15	per foot.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 11, engineers' tools.

10 anvils, from 75 to 150 pounds—say 1,000 pounds.....	\$0 20	per pound.
20 sets braces and bits, complete, 48 bits each.....	6 00	per set.
100 boxwood rules, standard, four-fold, per sample.....	50	each.
10 brass syringes, large size.....	1 25	each.
50 bellows for forges, from 20 to 36 inches.....	20 00	each.
50 belt awls and punches.....	12	each.
50 claw hammers, per sample.....	1 00	each.
50 pairs dividers.....	50	per pair.
12 breast drills, with drills, complete.....	2 50	each.
20 dozen files, 16 inches, flat bastard.....	12 00	per dozen.
30 dozen files, 12 inches, flat bastard.....	8 00	per dozen.
20 dozen files, 12 inches, flat bastard.....	5 00	per dozen.
12 dozen files, 14 inches, half-round bastard.....	8 00	per dozen.

6 dozen files, 12 inches, half-round bastard	\$6 00	per dozen.
50 cast-steel hatchets	75	each.
50 handsaws, such as may be required.	2 00	each.
50 hack-saws, with frames, per sample.....	2 00	each.
150 hack-saws, blades to suit frames.....	50	each.
25 jack-planes	1 25	each.
25 smoothing planes	1 00	each.
25 fore planes.....	1 50	each.
3 dozen scroll saws, such as may be required.....	6 00	per dozen.
20 tinman's scrapers	20	each.
50 screwdrivers	50	each.
20 sets stocks, taps and dies, to cut from $\frac{3}{4}$ to $1\frac{1}{2}$ inch, with case, complete, taps to have wrenches to, as per sample.....	6 00	per set.
25 hand vices.....	50	each.
5 dozen screw wrenches, from 6 to 24 inches, best Ameri- can, such as may be required.....	18 00	per dozen.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 12, engineers' instruments.

4 engine trip gongs, 12 to 16 inches, with 4 pulls and 16 cranks, each.....	\$28 00	each.
6 trip gongs, 6 to 9 inches, with 1 pull and 4 cranks, each	10 00	each.
6 vacuum gauges, 6 to $8\frac{1}{2}$ inches, such as may be required	25 00	each.
100 dozen oil syphons, glass, assorted.....	2 00	per dozen.
10 aneroid barometers.....	20 00	each.
500 saline hydrometers.....	1 00	each.
300 thermometers for hydrometers.....	1 50	each.
150 thermometers for engine-room.....	1 50	each.
To be delivered as required.		

FELIX CAMPBELL. DATE OF CONTRACT, APRIL 4, 1864.

Class No. 14, wrought iron pipe, valves, &c.

100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch nipples.....	\$0 50	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch unions	1 85	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch ties.....	1 05	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch elbows	85	each.
20 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch crosses	1 30	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch couplings....	50	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch extra flanges..	1 05	each.
20 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch burlings.....	50	each.
20 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch plugs	50	each.
20 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, and 3-inch reduces.....	50	each.
10 brass globe valves, without flanges, $\frac{1}{2}$ inch	2 08	each.
10 brass globe valves, with flanges, $\frac{1}{2}$ inch	2 77	each.
10 brass globe valves, without flanges, $\frac{3}{4}$ inch.....	2 70	each.
10 brass globe valves, with flanges, $\frac{3}{4}$ inch.....	3 60	each.
15 brass globe valves, without flanges, 1 inch.....	3 87	each.
15 brass globe valves, with flanges, 1 inch.....	5 80	each.
12 brass globe valves, without flanges, $1\frac{1}{4}$ inch	5 63	each.
12 brass globe valves, with flanges, $1\frac{1}{4}$ inch.....	8 45	each.
12 brass globe valves, without flanges, $1\frac{1}{2}$ inch.....	7 20	each.
12 brass globe valves, with flanges, $1\frac{1}{2}$ inch	10 80	each.
20 brass globe valves, without flanges, 2 inches.....	10 80	each.
20 brass globe valves, with flanges, 2 inches.....	16 20	each.
20 brass globe valves, without flanges, $2\frac{1}{2}$ inches	18 00	each.
20 brass globe valves, with flanges, $2\frac{1}{2}$ inches.....	27 00	each.
12 brass globe valves, without flanges, 3 inches.....	30 00	each.
12 brass globe valves, with flanges, 3 inches.....	45 00	each.
12 brass globe valves, without flanges, $3\frac{1}{2}$ inches.....	44 00	each.
25 globe oil cups, No. 1 to 6, as may be required.....	9 00	each.

10 hose bibbs, screw-shank and shoulder, $\frac{1}{2}$ inch.....	\$2 10	each.
12 hose bibbs, screw-shank and shoulder, $\frac{3}{4}$ inch.....	3 00	each.
15 hose bibbs, screw-shank and shoulder, 1 inch.....	4 05	each.
12 hose bibbs, screw-shank and shoulder, $1\frac{1}{4}$ inch.....	5 75	each.
15 hose bibbs, screw-shank and shoulder, $1\frac{1}{2}$ inch.....	8 10	each.
10 angle valves, 1 inch, with bottom flanges.....	5 80	each.
10 angle valves, $1\frac{1}{2}$ inch, with bottom flanges.....	10 80	each.
10 steam stops, rough, 3 inches.....	25 00	each.
15 steam stops, single couplings, $2\frac{1}{2}$ inch.....	24 00	each.
10 steam stops, single couplings, $\frac{3}{4}$ inch.....	3 50	each.
10 air-cocks, No. 2.....	60	each.
10 air-cocks, No. 3.....	90	each.
1 proving pump, complete.....	75 00	each.
500 feet wrought-iron pipe, $\frac{1}{2}$ inch inside.....	13	per foot.
800 feet wrought-iron pipe, $\frac{3}{4}$ inch inside.....	17	per foot.
1, 200 feet wrought-iron pipe, 1 inch inside.....	22	per foot.
800 feet wrought-iron pipe, $1\frac{1}{4}$ inch inside.....	30	per foot.
800 feet wrought-iron pipe, $1\frac{1}{2}$ inch inside.....	39	per foot.
1, 000 feet wrought-iron pipe, 2 inches inside.....	55 $\frac{1}{2}$	per foot.
1, 000 feet wrought-iron pipe, $2\frac{1}{2}$ inches inside.....	1 00	per foot.
500 feet wrought-iron pipe, 3 inches inside.....	1 45	per foot.
800 feet wrought-iron pipe, $3\frac{1}{2}$ inches inside.....	1 80	per foot.
50 pieces, $\frac{3}{8}$ inch hydraulic pipe, each 10 feet long.....	1 00	per foot.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 17, iron nails, bolts, nuts, &c.

500 pounds wrought iron bolts, $\frac{5}{8}$ inch by 4 inches.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $3\frac{1}{2}$ inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 3 inches.....	17	per pound.
300 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{3}{4}$ inches.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{2}$ inches.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{4}$ inches.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 2 inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $1\frac{3}{4}$ inch.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $1\frac{1}{2}$ inch.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 2 inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $2\frac{1}{2}$ inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 3 inches.....	17	per pound.
1, 200 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $3\frac{1}{2}$ inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by $5\frac{1}{2}$ inches.....	17	per pound.
1, 200 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 4 inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 5 inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{9}{16}$ inch by $1\frac{1}{2}$ inch.....	17	per pound.
500 pounds wrought-iron bolts, $\frac{1}{2}$ inch by $1\frac{1}{2}$ inch.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 3 inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 4 inches.....	17	per pound.
1, 200 pounds wrought-iron bolts, 1 inch by $3\frac{1}{2}$ inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, 1 inch by $4\frac{1}{2}$ inches.....	17	per pound.
1, 000 pounds wrought-iron bolts, $\frac{3}{8}$ inch by $\frac{3}{4}$ inch.....	17	per pound.
500 pounds Boonton hot-pressed square nuts, $\frac{5}{8}$ inch.....	15	per pound.
500 pounds Boonton hot-pressed hexagon nuts, $\frac{5}{8}$ inch.....	15	per pound.
500 pounds Boonton hot-pressed square nuts, $\frac{3}{4}$ inch.....	15	per pound.
500 pounds Boonton hot-pressed hexagon nuts, $\frac{3}{4}$ inch.....	15	per pound.
300 pounds Boonton hot-pressed square nuts, $\frac{1}{2}$ inch.....	17	per pound.
500 pounds Boonton hot-pressed hexagon nuts, $\frac{7}{8}$ inch.....	15	per pound.
600 pounds Boonton hot-pressed hexagon nuts, 1 inch.....	15	per pound.
500 papers iron finishing nails, $\frac{3}{4}$ inch to 2 inches.....	25	per paper.
200 papers iron brads, $\frac{3}{8}$ inch to 1 inch.....	25	per paper.
100 gross brass screws, gimlet points, $\frac{3}{8}$ inch to 4 inches..	2 00	per gross.
100 gross iron screws, gimlet points, $\frac{3}{8}$ inch to 4 inches...	1 00	per gross.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 18, copper.

20,000 ingot copper.....	\$0 45	per pound.
100 pounds copper rivets, such as may be required.....	55	per pound.
5,000 pounds sheet copper, such as may be required.....	51	per pound.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 19, tin, zinc, &c.

5,000 pounds Banca tin.....	\$0 60	per pound.
2,500 pounds Silesian spelter.....	13	per pound.
500 pounds spelter solder.....	35	per pound.
5,000 pounds sheet lead, 3 to 6 pounds.....	14	per pound.
5 boxes tin plate, large and heavy.....	30 00	per box.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 20, white lead.

6,000 pounds white lead, in 25-pound kegs.....	\$0 08 $\frac{3}{4}$	per pound.
To be delivered as required.		

JOHN J. BINGHAM. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 22, colored paints, dryers, &c.

300 pounds gum shellac.....	\$0 95	per pound.
300 pounds black varnish.....	10	per pound.
5,000 pounds red lead, dry.....	13	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 23, stationery.

10 sets drawing instruments, not to exceed \$25 per set..	\$20 00	per set.
25 dozen lead pencils, drawing and assorted, Faber's....	50	per dozen.
25 gross steel pens, assorted.....	1 00	per gross.
3,000 slate pencils, best Rutland.....	6 00	per M.
15 gross American calcined chalk, Crayon's.....	50	per gross.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 25, hickory and ash plank and butts.

5,000 feet best 3-inch ash plank.....	\$80 00	per M feet.
60 white heart hickory butts, from 10 to 14 feet long....	6 00	each.
5,000 feet best 3-inch hickory plank.....	80 00	per M feet.
To be delivered as required.		

JOHN J. BINGHAM. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 26, white pine.

20,000 feet best white pine lumber, from 1 to 6 inches thick, board measure.....	\$50 00	per M feet.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 29, lanterns.

300 globe lanterns, large or small, as may be required, per sample.....	\$1 50	each.
100 engine-room lamps, solar, with reflector, per sample...	9 00	each.
200 horn or mica lanterns, per sample.....	2 00	each.
600 lamp chimneys, such as may be required.....	18	each.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 30, lignumvitæ.

2 tons lignumvitæ, 10 to 16 inches diameter.....	\$100 00	per ton.
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To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 1, boiler iron, &c.

25,000 pounds boiler iron, assorted, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, length and breadth as required.....	\$0 09 $\frac{3}{4}$	per pound.
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To be delivered as required.

GEORGE ADAMS. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 3, boiler felting.

200 yards boiler felting.....	\$1 10	per yard.
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To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 4, gum packing, rubber hose, &c.

2,000 pounds hemp packing.....	\$0 31	per pound.
300 pounds cotton packing.....	65	per pound.
1,000 pounds sheet rubber.....	90	per pound.
250 pounds Tuck's packing, assorted.....	90	per pound.
500 feet rubber hose, 2 $\frac{1}{2}$ inches.....	70	per foot.
300 feet rubber hose, from 1 to 2 inches.....	40	per foot.

To be delivered as required.

SYLVANUS THOMAS. DATE OF CONTRACT, APRIL 4, 1864.

Class No. 5, sperm oil.

1,000 gallons sperm oil.....	\$1 80	per gallon.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 6, linseed oil and turpentine.

500 gallons linseed oil, raw.....	\$1 57	per gallon.
50 gallons turpentine.....	3 65	per gallon.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 7, lard-oil.

1,000 gallons lard-oil.....	\$1 19 $\frac{1}{4}$	per gallon.
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To be delivered as required.

WM. F. SIMES & Co. DATE OF CONTRACT, APRIL 6, 1864.

Class No 9, tallow and soap.

7,000 pounds tallow.....	\$0 14	per pound.
50 pounds washing soda.....	03½	per pound.
24 boxes salt-water soap, 50 pounds each.....	13	per pound.
50 boxes fresh-water soap, 50 pounds each.....	08½	per pound.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 10, engineers' stores.

200 pounds anti-attribution metal.....	\$0 45	per pound.
100 pounds borax.....	40	per pound.
100 Bath brick.....	08	each.
10 pounds beeswax.....	75	per pound.
500 brick, fire.....	80 00	per M.
25 brushes, whitewash.....	1 00	each.
48 brushes, dusting, long handle.....	75	each.
48 brushes, dusting, short handle.....	40	each.
50 brushes, paint.....	75	each.
50 pounds brass, sheet, 16.....	60	per pound.
200 pounds brass wire.....	55	per pound.
50 brooms, hickory.....	25	each.
100 brooms, corn.....	30	each.
1,000 pounds cotton-waste, white.....	30	per pound.
300 barrels charcoal.....	80	per barrel.
100 pounds copper wire.....	65	per pound.
48 hammer handles.....	20	each.
48 sledge handles.....	50	each.
150 pounds lampwick.....	75	per pound.
10 gross lampwick, circular.....	2 00	per gross.
1 gross lamp screws, 1½ inch, with spiral plates.....	24 00	per gross.
100 lantern globes.....	75	each.
75 lamps, globe, with fenders.....	2 50	each.
3 gross lamp screws, 7/8 inch, with two tubes.....	4 00	per gross.
2 gross squirt-can screws, ½ inch.....	5 50	per gross.
1 gross feeder screws.....	15 00	per gross.
400 pounds lead, sheet.....	18	per pound.
200 pounds lead, pig.....	16	per pound.
200 pounds spelter solder.....	45	per pound.
6 sides sole leather.....	12 00	per side.
6 sides lacing leather.....	3 00	per side.
200 pounds mercury, in flasks.....	1 00	per pound.
200 pounds potash.....	15	per pound.
50 pounds rotten-stone.....	08	per pound.
3 barrels rosin.....	50 00	per barrel.
50 pounds iron wire.....	16	per pound.
50 papers iron tacks.....	06	per paper.
50 pounds sewing twine.....	75	per pound.
50 pounds sal ammoniac.....	20	per pound.
100 pounds soapstone, pulverized.....	08	per pound.
100 pounds sulphur flour.....	14	per pound.
25 sewing palms.....	50	each.
200 scrubbing brushes.....	25	each.
12 sand glasses, 60".....	1 00	each.
12 sand glasses, 30".....	1 00	each.
12 scissors, per sample.....	50	each.
500 pounds washers, assorted.....	15	per pound.

To be delivered as required.

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 11, engineers' tools.

250 pounds anvils.....	\$0 20	per pound.
12 belt awls and punches.....	12	each.
4 bellows for forges, 30 inches.....	20	each.
24 boxwood rules, four-fold, standard, 2 feet.....	50	each.
12 braces and bits, (36 bits each set).....	6 00	per set.
6 calipers, large, 24 to 36 inches.....	50	each.
6 calipers, small, 6 to 12 inches.....	25	each.
12 claw hammers.....	1 00	each.
6 grindstones, mounted.....	6 00	each.
6 engine-room clocks.....	5 00	each.
12 dozen files, assorted, from 12 to 16 inches.....	10 00	per dozen.
2 forges, with bellows, complete.....	25 00	each.
12 firmer chisels, assorted.....	25	each.
12 firmer gouges.....	25	each.
12 hatchets.....	50	each.
4 hydraulic jacks, to lift from foot 10 to 12 tons.....	100 00	each.
6 hand bellows.....	1 50	each.
6 hacksaws and frames, complete.....	2 00	each.
6 hack-saw blades, to suit frames.....	50	each.
6 hand saws.....	1 50	each.
12 hand vices.....	50	each.
12 plyers.....	20	each.
24 pincers.....	25	each.
12 screwdrivers.....	20	each.
24 shoe knives.....	20	each.
6 steel squares.....	50	each.
100 ship-scrapers.....	50	each.
6 stones, oil.....	50	each.
6 steel dividers.....	50	each.
6 screw plates and taps, complete.....	50	each.
12 cast steel wood axes.....	1 00	each.
3 stocks and dies and taps.....	5 00	per set.
150 steel coal shovels.....	1 00	each.
6 tinman's shears.....	6 00	each.
500 pounds vices.....	16	per pound.
6 wrenches, pawl.....	5 00	each.
12 wrenches, screw.....	1 50	each.
6 wrenches, pipe, assorted.....	1 00	each.
To be delivered as required.		

WILLIAM A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 12, engineers' instruments.

50 thermometers, for salinometers.....	\$1 25	each.
50 saline hydrometers.....	1 25	each.
6 steam gauges, from 6 to 8 inches, as may be required.....	25 00	each.
2 steam whistles.....	40 00	each.
6 scale beams, to weigh 500 to 800 pounds.....	10 00	each.
12 spring balances.....	3 00	each.
6 vacuum gauges, from 6 to 8 inches, as may be required.....	30 00	each.
3 metallic measuring lines, 100 feet.....	8 00	each.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 14, wrought-iron pipe, valves, &c.

100 feet $\frac{3}{8}$ -inch wrought-iron pipe.....	\$0 12	per foot.
250 feet $\frac{3}{4}$ -inch wrought-iron pipe.....	18	per foot.
250 feet 1-inch wrought-iron pipe.....	25	per foot.
100 elbows, from $\frac{3}{8}$ to 1 inch.....	25	each.
30 tees, from $\frac{3}{8}$ to 1 inch.....	30	each.
30 unions, from $\frac{3}{8}$ to 1 inch.....	30	each.
To be delivered as required.		

FREEMAN ORNE. DATE OF CONTRACT, MARCH 31, 1864.

Class No. 16, steel.

800 pounds octagon cast steel, from $\frac{1}{2}$ to 1 inch.....	\$0 26	per pound.
200 pounds round cast steel, from $\frac{1}{2}$ to $1\frac{1}{4}$ inch.....	26	per pound.
250 pounds square cast steel, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch.....	26	per pound.
600 pounds square cast steel, from $\frac{1}{2}$ to 2 inches.....	20	per pound.
700 pounds flat cast steel, from $\frac{1}{4}$ to 4 inches wide, and from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick.....	20	per pound.

To be delivered as required.

HENRY WINDSOR & CO. DATE OF CONTRACT, MARCH 29, 1864.

Class No. 18, copper.

30 sheets copper, 20 pounds each, 30 by 60 inches	\$0 49	per pound.
40 sheets copper, 25 pounds each, 30 by 60 inches	49	per pound.
50 sheets copper, 30 pounds each, 30 by 60 inches	49	per pound.
40 sheets copper, 35 pounds each, 30 by 60 inches	49	per pound.
50 sheets copper, 45 pounds each, 30 by 60 inches	49	per pound.
30 sheets copper, 50 pounds each, 30 by 60 inches	49	per pound.
25 sheets copper, 60 pounds each, 30 by 60 inches	49	per pound.
20 sheets copper, 80 pounds each, 30 by 60 inches	49	per pound.
10 sheets copper, 100 pounds each, 30 by 60 inches	49	per pound.
5 sheets copper, 120 pounds each, 30 by 60 inches	49	per pound.
3 sheets copper, 145 pounds each, 36 by 72 inches	49	per pound.
20 rolls sheet brass	54	per pound.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, APRIL 6, 1864.

Class No. 19, tin, &c.

60 pounds sheet zinc, No 10.....	\$0 20	per pound.
1,500 pounds Banca tin	60	per pound.
13 boxes tin, XX, 14 by 20.....	25 00	per box.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 20, white lead.

2,000 pounds white lead, in oil.....	\$0 08 $\frac{3}{4}$	per pound.
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To be delivered as required.

JOHN LEARY. DATE OF CONTRACT, APRIL 7, 1864.

Class No. 21, zinc paint.

1,500 pounds zinc paint, in oil.....	\$0 08	per pound.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, MARCH 30, 1864.

Class No. 22, colored paints and dryers.

1,500 pounds red lead, dry	\$0 13 $\frac{1}{2}$	per pound.
200 pounds black paint, in oil.....	06 $\frac{1}{2}$	per pound.
250 pounds lampblack.....	08	per pound.
350 pounds litharge.....	13 $\frac{1}{2}$	per pound.
400 pounds chrome green, dry.....	07	per pound.
350 pounds chrome green, in oil, 5 and 10-pound boxes...	12	per pound.
10 gallons copal (inside) varnish	2 75	per gallon.
100 pounds chrome yellow, dry, 6-pound boxes.....	18	per pound.
100 pounds chrome yellow, in oil	16	per pound.
50 gallons Japan dryer.....	1 80	per gallon.

To be delivered as required.

FERDINAND FOSTER. DATE OF CONTRACT, MARCH 29, 1864.

Class No. 23, stationery.

12 books, account, per pattern.....	\$1 00	each.
25 books, memorandum	38	each.
5 books, requisition.....	1 00	each.
4 pieces India ink, best.....	50	per piece.
25 pieces India-rubber	12	each.
20 quires envelope paper, large size.....	38	per quire.
25 sheets paper, drawing, elephant.....	16	per sheet.
6 dozen pencils, drawing, Nos. 3 and 4.....	75	per dozen.
6 dozen pencils, lead, Faber's best	75	per dozen.
500 envelopes, official.....	10 00	per M.
500 envelopes, letter.....	4 00	per M.
12 sand boxes, best.....	38	each.
5 quarts black sand.....	25	per quart.
6 penknives, 4 blades	2 20	each.
To be delivered as required.		

A. V. GRAY. DATE OF CONTRACT, MARCH 28, 1864.

Class No. 1, boiler iron, &c.

3,000 pounds of iron rivets, $\frac{5}{8}$ by $1\frac{1}{2}$ inch	\$0 10	per pound.
5,000 pounds of $\frac{5}{8}$ -inch round iron.....	07 $\frac{1}{8}$	per pound.
7,000 pounds of $\frac{7}{8}$ -inch round iron.....	07 $\frac{1}{8}$	per pound.
7,000 pounds of 2 by $\frac{1}{2}$ -inch flat iron.....	07 $\frac{1}{8}$	per pound.
To be delivered as required.		

A. V. GRAY. DATE OF CONTRACT, MARCH 28, 1864.

Class No. 17, bolts.

300 pounds $\frac{1}{4}$ -inch iron bolts, 2, $2\frac{1}{2}$, and 3 inches long...	\$0 18	per pound.
1,000 pounds $\frac{5}{8}$ -inch iron bolts, 2, $2\frac{1}{2}$, and 3 inches long...	18	per pound.
1,000 pounds $\frac{3}{4}$ -inch iron bolts, 2, $2\frac{1}{2}$, and 3 inches long...	18	per pound.
500 pounds $\frac{7}{8}$ -inch iron bolts, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4 inches long.....	18	per pound.
500 pounds 1-inch iron bolts, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4 inches long.....	18	per pound.
To be delivered as required.		

SCALE OF BIDS FOR MATERIALS FOR THE NAVY, UNDER BUREAU OF
STEAM ENGINEERING, UNDER ADVERTISEMENT OF JULY 10, 1864, FOR
THE NAVY YARD AT

Kittery, Maine.

[Bids marked thus (*) have been accepted.]

Class 1:

Charles C. Wentworth.....	\$21,360 00
Wm. E. Coffin & Co.	*16,655 00
Wm. A. Wheeler	30,495 00

Class 2:

Charles C. Wentworth.....	*3,650 00
James M. Shaw.....	4,202 50
Wm. A. Wheeler	5,150 00

Class 3:

Geo. Adams	*1,860 00
Wm. A. Wheeler.....	5,250 00
Lockwood & Collins	4,500 00

Class 4:

Boston Belting Co.....	*7,266 00
John H. Bailey.....	7,594 00
Wm. A. Wheeler.....	14,735 00
Lockwood & Collins	10,350 00

Class 5:

James M. Shaw	4,110 00
Wm. A. Wheeler.....	4,875 00
Southard, Herbert & Co....	*3,960 00
Sylvanus Thomas.....	4,485 00
Lockwood & Collins	6,000 00

Class 6:

Geo. Adams	712 00
Wm. A. Wheeler	1,212 50
Banker & Carpenter	*703 50
Lockwood & Collins	706 25

Class 7:

James M. Shaw	5,940 00
Wm. A. Wheeler.....	7,500 00
Southard, Herbert & Co....	*5,910 00

Class 8:

Wm. A. Wheeler.....	*5,000 00
Southard, Herbert & Co....	5,060 00

Class 9:

N. F. Mathes.....	1,335 00
Wm. A. Wheeler.....	1,650 00
Southard, Herbert & Co....	*1,295 00
Lockwood & Collins	1,625 00

Class 10:

No award; prices exorbitant.

Class 11:

No award; prices too high.

Class 12:

Wm. A. Wheeler.....	*\$1,108 00
Lockwood & Collins	1,042 00

Lockwood & Collins's bid rejected for refusing to execute previous contract with the bureau.

Class 14:

Charles C. Wentworth.....	2,364 25
John H. Bailey	*2,298 00
Wm. A. Wheeler.....	5,562 50

Class 15:

No award; prices too high.

Class 16:

Charles C. Wentworth.....	*9,210 00
Wm. A. Wheeler.....	13,500 00

Class 17:

Wm. A. Wheeler.....	*1,124 00
Lockwood & Collins	1,560 00

Class 18:

Baltimore & Cuba Smelting and Mining Co.....	*13,750 00
Revere Copper Co.	13,750 00
Chas. C. Wentworth	15,500 00
Wm. A. Wheeler.....	17,500 00
Lockwood & Collins	14,000 00

Awarded by lot to Baltimore & Cuba Smelting and Mining Co.

Class 19:

Charles C. Wentworth.....	3,800 00
John H. Bailey.....	*3,346 00
Wm. A. Wheeler.....	4,770 00
Lockwood & Collins	3,700 00

Class 20:

John H. Bailey	*\$285 00
Wm. A. Wheeler	480 00
Banker & Carpenter	360 00
Lockwood & Collins	375 00

Class 21:

John H. Bailey	240 00
Wm. A. Wheeler	360 00
Banker & Carpenter	*235 00
Lockwood & Collins	290 00

Class 22:

John H. Bailey	1,937 00
Wm. A. Wheeler	3,673 00
Banker & Carpenter	*1,379 00
Lockwood & Collins	2,641 00

Class 23:

Hall L. Davis	*890 80
Wm. A. Wheeler	1,973 00

Class 24:

J. M. Mather	\$720 00
A. J. Stimson	*514 40
W. A. Wheeler	1,120 00

Class 34:

Darius Allen	*2,466 10
Wm. A. Wheeler	4,718 50

Class 35:

Wm. A. Wheeler	*8,026 00
Lockwood & Collins	6,809 00

Lockwood & Collins's bid thrown out for having refused to execute previous contract with the bureau.

The bids from the following persons were received after the time advertised for opening bids, viz:

Henry W. Miller,
Spalding & Parrott.

Scale of bids for materials for the navy, under Bureau of Steam Engineering, under advertisement of July 10, 1864, for the navy yard at Charlestown, Mass.

Class 1:

Charles C. Wentworth	*\$15,004 00
Wm. A. Wheeler	21,028 00

Class 2:

Charles C. Wentworth	*9,100 00
James M. Shaw	10,517 50
Wm. A. Wheeler	10,000 00

Class 3:

Geo. H. Adams	40,500 00
Chas. C. Wentworth	*7,500 00
Wm. A. Wheeler	75,000 00

Awarded to Charles C. Wentworth, and withdrawn from his contract by order of the department.

Class 4:

Charles C. Wentworth	*16,200 00
Boston Belting Co.	16,260 00
Wm. A. Wheeler	30,750 00
Lockwood & Collins	23,150 00

Class 5:

Geo. Adams	21,360 00
Chas. C. Wentworth	22,720 00
James M. Shaw	21,920 00
Wm. A. Wheeler	24,000 00

Southard, Herbert & Co.	*\$20,880 00
Sylvanus Thomas	23,840 00

Class 6:

Geo. Adams	*3,945 00
Chas. C. Wentworth	4,252 50
Wm. A. Wheeler	5,150 00
Banker & Carpenter	4,145 00
Lockwood & Collins	3,850 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 7:

Chas. C. Wentworth	5,970 00
James M. Shaw	5,880 00
Wm. A. Wheeler	7,500 00
Southard, Herbert & Co.	*5,790 00

Class 8:

Chas. C. Wentworth	*2,130 00
Wm. A. Wheeler	3,750 00
Banker & Carpenter	3,285 00

Class 9:

Geo. Adams	2,845 00
Wm. A. Wheeler	3,590 00
Southard, Herbert & Co.	*2,816 00
Lockwood & Collins	3,050 00

Class 10:

No award; prices exorbitant.

Class 11:

Wm. A. Wheeler..... *\$33,116 90
 Lockwood & Collins 43,546 65

Class 12:

Wm. A. Wheeler *6,705 00
 Lockwood & Collins 8,487 50

Class 13:

Wm. A. Wheeler *12,000 00

Class 14:

Chas. C. Wentworth *20,127 65
 Wm. A. Wheeler 45,420 50

Class 15:

Chas. C. Wentworth *7,376 00
 Wm. A. Wheeler 23,500 00

Class 16:

Chas. C. Wentworth *4,390 00
 Wm. A. Wheeler 6,750 00

Class 17:

Chas. C. Wentworth..... *2,083 25
 Wm. A. Wheeler 3,805 50

Class 18:

Baltimore & Cuba Smelting
 and Mining Co. *6,090 00
 Chas. C. Wentworth 6,664 00
 Wm. A. Wheeler..... 7,600 00
 Lockwood & Collins 6,135 00

Class 19:

Chas. C. Wentworth *17,641 00
 Wm. A. Wheeler 26,050 00
 Lockwood & Collins 21,650 00

Class 20:

Chas. C. Wentworth \$2,300 00
 Wm. A. Wheeler 3,000 00
 Banker & Carpenter *2,150 00
 Lockwood & Collins 2,300 00

Class 21:

Wm. A. Wheeler..... 700 00
 Banker & Carpenter *455 00
 Lockwood & Collins 500 00

Class 22:

Wm. A. Wheeler..... 3,510 00
 Banker & Carpenter *2,390 00
 Lockwood & Collins 2,705 00

Class 23:

Wm. A. Wheeler *5,133 10

Class 25:

Trickey & Jewett..... *1,086 00

Class 26:

Trickey & Jewett..... *140 00

Class 34:

Darius Allen..... *7,736 25
 Wm. A. Wheeler 12,801 25

Class 35:

Wm. A. Wheeler *9,254 25
 Lockwood & Collins 8,511 00

Lockwood & Collins's bid thrown out for
 refusing to execute previous contract
 with the bureau.

The bids from the following persons were re-
 ceived after the time advertised for opening
 bids, viz:

Henry W. Miller,
 Sewall & Cameron.

*Scale of bids for materials for the navy, under Bureau of Steam Engineering, under advertise-
 ment of July 10, 1864, for the navy yard at Brooklyn, New York.*

Class 1:

No bid accepted for this class.

Class 2:

Bingham & Anthony..... \$21,125 00

James M. Shaw..... *\$18,400 00
 Wm. A. Wheeler 21,875 00

Class 3:

Geo. Adams *4,170 00
 Bingham & Anthony..... 7,200 00
 Wm. A. Wheeler 8,250 00

Class 4:

Boston Belting Co.....	*\$47,945 00
Bingham & Anthony.....	55,610 00
Wm. A. Wheeler	75,375 00
Lockwood & Collins	71,650 00

Class 5:

James M. Shaw	*39,730 00
Wm. A. Wheeler	43,500 00
Banker & Carpenter	45,095 00
Sylvanus Thomas	43,210 00

Class 6:

Wm. Miller.....	13,545 00
Wm. A. Wheeler.....	14,587 50
Banker & Carpenter	*12,990 00
Lockwood & Collins	11,450 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 7:

James M. Shaw.....	*39,000 00
Wm. A. Wheeler.....	40,000 00
Banker & Carpenter.....	43,600 00

Class 8:

Wm. H. Weed	*9,500 00
Wm. A. Wheeler	11,250 00

Class 9:

Bingham & Anthony.....	8,240 00
Wm. A. Wheeler	9,060 00
Southard, Herbert & Co... ..	*8,230 00
Lockwood & Collins	7,970 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 10:

Bingham & Anthony.....	*49,551 50
Wm. A. Wheeler.....	52,375 00
Lockwood & Collins	60,520 00

Class 11:

Wm. A. Wheeler	*81,900 50
Lockwood & Collins	80,081 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 12:

Wm. A. Wheeler	*39,495 00
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Class 13:

Bingham & Anthony.....	*36,925 00
Wm. A. Wheeler	44,300 00
Lockwood & Collins	48,400 00

Class 14:

Bingham & Anthony.....	\$75,997 95
Felix Campbell	*55,272 95
Wm. A. Wheeler	97,311 35

Class 15:

Wm. A. Wheeler	*48,200 00
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Class 16:

Bingham & Anthony.....	*24,720 00
Wm. A. Wheeler	31,150 00

Class 17:

Bingham & Anthony.....	26,424 00
Wm. A. Wheeler	*24,725 00
Lockwood & Collins	34,132 00

Class 18:

Baltimore & Cuba Smelt- ing and Mining Co.	*29,625 00
Bingham & Anthony.....	33,775 00
Wm. A. Wheeler	35,750 00
Lockwood & Collins	31,100 00

Class 19:

Bingham & Anthony.....	*22,075 00
Wm. A. Wheeler.....	23,400 00
Lockwood & Collins	19,000 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 20:

Wm. Miller	5,980 00
Wm. A. Wheeler.....	6,900 00
Banker & Carpenter	*5,290 00
Lockwood & Collins	5,750 00

Class 21:

Wm. Miller	*660 00
Wm. A. Wheeler	900 00
Banker & Carpenter	705 00
Lockwood & Collins	900 00

Class 22:

Wm. Miller	14,803 00
Wm. A. Wheeler	18,050 00
Banker & Carpenter	*11,996 50
Lockwood & Collins	13,980 00

Class 23:

No award of contract.

Class 24:

Wm. A. Wheeler	*3,000 00
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Class 25:

F. S. Bletz *\$1,460 00
 F. S. Bletz failed to execute contract.

Class 26:

Bingham & Anthony..... *5,062 50
 F. S. Bletz 5,100 00

Class 27:

F. S. Bletz *625 00
 F. S. Bletz failed to execute contract.

Class 28:

No bid received.

Class 29:

Wm. A. Wheeler..... 28,370 00
 Wm. Porter & Sons..... *9,727 00

Class 30:

Bingham & Anthony..... 2,250 00
 Wm. A. Wheeler..... *2,000 00
 Lockwood & Collins 4,990 00

Class 31:

No award.

Class 32:

No award; ambiguity in description on schedule.

Class 33:

Felix Campbell *\$10,000 00
 Wm. A. Wheeler 505,000 00

Class 34:

Darius Allen *14,027 50
 Bingham & Anthony..... 15,545 00
 Wm. A. Wheeler..... 23,100 00
 Lockwood & Collins 27,580 00

Class 35:

Bingham & Anthony..... *19,386 40
 Wm. A. Wheeler..... 27,071 50
 Lockwood & Collins 30,845 00

The bids from the following persons were received after the time advertised for the opening of bids, viz:

Henry W. Miller,
 Wm. H. Arthur,
 R. S. Aikman & Co.,
 Sewall & Cameron,
 Watson & Pettinger,
 Joseph W. Duryee,
 Richard Dudgeon.

Scale of bids for materials for the navy, under Bureau of Steam Engineering, under advertisement of July 10, 1864, for the navy yard at Philadelphia, Pennsylvania.

Class 1:

Wm. F. Potts *\$5,335 00
 Wm. A. Wheeler 8,025 00

Class 3:

John K. Shoemaker 3,735 00
 Geo. Adams *2,235 00
 Charles M. Ghiskey 3,000 00
 Wm. A. Wheeler..... 4,500 00

Class 4:

John K. Shoemaker *18,590 00
 Wm. A. Wheeler 22,150 00
 Lockwood & Collins 18,400 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 5:

James M. Shaw..... *41,550 00
 Wm. A. Wheeler..... 45,000 00

Southard, Herbert & Co... \$44,250 00
 Banker & Carpenter 48,450 00
 Sylvanus Thomas..... 45,300 00

Class 6:

Wm. E. Spalding *6,215 00
 James M. Shaw..... 6,717 50
 Wm. A. Wheeler 7,900 00
 Banker & Carpenter 6,260 00
 Lockwood & Collins 6,800 00

Class 7:

James M. Shaw..... *9,750 00
 Wm. A. Wheeler..... 10,000 00
 Southard, Herbert & Co... 10,500 00
 Banker & Carpenter 12,150 00

Class 9:

John K. Shoemaker..... 5,727 50
 Wm. A. Wheeler 6,395 00
 Southard, Herbert & Co... *5,290 00
 Lockwood & Collins 6,850 00

Class 10:

John K. Shoemaker	*\$10,598 75
Charles M. Ghiskey	11,274 25
Wm. A. Wheeler	13,214 50
Lockwood & Collins	16,645 00

Class 11:

John K. Shoemaker	6,587 34
Charles M. Ghiskey	*5,440 10
Wm. A. Wheeler	7,791 90
Lockwood & Collins	8,999 20

Class 12:

John K. Shoemaker	*2,817 75
Wm. A. Wheeler	2,921 50
Lockwood & Collins	3,036 50

Class 14:

John K. Shoemaker	*4,191 50
Wm. A. Wheeler	6,559 00

Class 15:

John K. Shoemaker	*12,150 00
Wm. A. Wheeler	13,750 00

Class 16:

Wm. F. Potts	1,875 00
Charles M. Ghiskey	*1,837 50
Wm. A. Wheeler	2,812 50

Class 17:

John K. Shoemaker	1,400 00
Charles M. Ghiskey	1,600 00
Wm. A. Wheeler	*900 00

Class 18:

Baltimore & Cuba Smelt- ing and Mining Co.	73,045 00
Caswell, Perkins & Co. ..	69,914 50
Henry & W. D. Winsor..	*67,566 63
Wm. A. Wheeler	104,350 00
Lockwood & Collins	89,482 50

Class 19:

John K. Shoemaker	*2,917 50
Wm. A. Wheeler	3,665 00
Lockwood & Collins	2,630 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 20:

Wm. E. Spalding	*\$1,987 50
Wm. A. Wheeler	3,000 00
Banker & Carpenter	2,300 00
Lockwood & Collins	2,300 00

Class 21:

Wm. E. Spalding	*600 00
Wm. A. Wheeler	900 00
Banker & Carpenter	675 00
Lockwood & Collins	900 00

Class 22:

Wm. E. Spalding	4,405 00
Wm. A. Wheeler	6,440 00
Banker & Carpenter	*3,289 00

Class 23:

Ferdinand Foster	*1,521 91
Wm. A. Wheeler	2,332 20

Class 24:

John K. Shoemaker	*1,195 00
Wm. A. Wheeler	1,200 00

Class 34:

John K. Shoemaker	7,875 00
Darius Allen	*5,706 25
J. Blakeley	9,322 50
Wm. A. Wheeler	9,862 50
Lockwood & Collins	10,725 00

Class 35:

John K. Shoemaker	3,068 71
Charles M. Ghiskey	*2,738 56
Wm. A. Wheeler	3,934 00
Lockwood & Collins	3,379 50
Wm. Porter & Sons	2,891 30

The bids from the following persons were received after the time advertised for opening bids, viz:

Henry W. Miller,
Wm. F. Simes & Son,
Watson & Pettinger.

Scale of bids for materials for the navy, under Bureau of Steam Engineering, under advertisement of July 10, 1864, for the navy yard at Washington, D. C.

Class 1:

E. Wheeler & Son	\$33,735 00
Chas. E. Pennock & Son ..	*23,552 50
Wm. A. Wheeler	41,280 00

Class 2:

James M. Shaw	*\$57,425 00
Wm. A. Wheeler	68,250 00

Class 3:

E. Wheeler & Son	\$18,450 00
Geo. Adams	*14,991 50
Wm. A. Wheeler	16,597 50

Class 4:

E. Wheeler & Son	*9,565 00
Wm. A. Wheeler	12,237 00
J. W. Thompson & Co. . .	14,526 00

Class 5:

E. Wheeler & Son	12,000 00
James M. Shaw	*11,160 00
Wm. A. Wheeler	13,000 00
Banker & Carpenter	12,760 00
Sylvanus Thomas	12,200 00

Class 6:

Wm. E. Spalding	2,185 00
Wm. A. Wheeler	2,700 00
Banker & Carpenter	*1,925 00
Lockwood & Collins	2,500 00

Class 7:

James M. Shaw	*6,570 00
Wm. A. Wheeler	6,750 00
Banker & Carpenter	7,050 00

Class 8:

No award; bid incomplete.

Class 9:

E. Wheeler & Son	*1,040 00
Wm. A. Wheeler	1,285 00
Southard, Herbert & Co. .	1,329 00
Lockwood & Collins	1,190 00

Class 10:

E. Wheeler & Son	*17,835 00
Wm. A. Wheeler	23,189 00
Lockwood & Collins	36,063 70

Class 11:

E. Wheeler & Son	*11,689 36
Wm. A. Wheeler	20,890 00
Lockwood & Collins	26,218 00

Class 12:

E. Wheeler & Son	*9,254 00
Wm. A. Wheeler	9,530 00

Class 13:

No award.

Class 14:

Wm. A. Wheeler	\$12,852 50
J. W. Thompson	*6,982 75

Class 15:

Wm. A. Wheeler	*870 00
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Class 16:

E. Wheeler & Son	*2,850 00
Wm. A. Wheeler	4,275 00

Class 17:

E. Wheeler & Son	*5,719 00
Wm. A. Wheeler	7,713 00

Class 18:

Baltimore & Cuba Smelt- ing and Mining Co.	*13,750 00
Wm. A. Wheeler	17,500 00
Lockwood & Collins	14,000 00

Class 19:

E. Wheeler & Son	*5,620 00
Wm. A. Wheeler	7,515 00

Class 20:

Wm. E. Spalding	*536 25
Wm. A. Wheeler	575 00
Banker & Carpenter	537 50
Lockwood & Collins	485 00

Lockwood & Collins's bid thrown out for refusing to execute previous contract with the bureau.

Class 21:

W. E. Spalding	740 00
Wm. A. Wheeler	1,100 00
Banker & Carpenter	*630 00
Lockwood & Collins	660 00

Class 22:

Wm. E. Spalding	1,064 80
Wm. A. Wheeler	2,408 00
Banker & Carpenter	*950 60

Class 23:

Wm. A. Wheeler	*2,935 00
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Class 24:

Wm. A. Wheeler	*6,000 00
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Class 34:

Darius Allen	*6,108 40
Wm. A. Wheeler	8,398 00

Class 35:

E. Wheeler & Son	\$5,169 00
Wm. A. Wheeler	5,741 00
Wm. Porter & Son.....	*4,977 50

received after the time advertised for opening bids, viz.:

Wm. F. Simes & Son,
Sewall & Cameron,
Watson & Pettinger.

The bids from the following persons were

Schedule of materials required at the several navy yards for 1864-'65.

WM. E. COFFIN & CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 1, boiler iron, &c.

30,000 pounds best American flange iron, dimensions as required.....	\$0 11½ per pound.
30,000 pounds best boiler iron, dimensions as required.....	11 per pound.
5,000 pounds Pembroke boiler rivets, as required	11¾ per pound.
5,000 pounds angle iron, 3 x 3	11 per pound.
4,000 pounds tee iron, 3 x 3	11 per pound.
8,000 pounds galvanized sheet iron	19 per pound.
5,000 pounds wrought iron punched nuts, hexagon, assorted	25 per pound.
12,000 pounds best Pembroke rivet iron, ½ to ⅝ inch.....	11¾ per pound.
15,000 pounds best Pembroke iron, round, 1 to 3 inches....	11 per pound.
500 pounds button head rivets, assorted	18½ per pound.
200 pounds iron tinned rivets, assorted.....	75 per pound.
500 pounds hoop iron, assorted	11 per pound.
10,000 pounds best Pembroke flat and square iron.....	11 per pound.
10,000 pounds smoke-pipe iron, ⅛ inch to ⅜ inch thick....	11 per pound.

To be delivered as required.

CHAS. C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 2, pig iron.

25 tons best American anthracite pig iron	\$80 00 per ton.
15 tons best American charcoal pig iron	110 00 per ton.

To be delivered as required.

GEORGE ADAMS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 3, boiler felting.

1,500 square yards boiler felting, 1 inch thick, wool backed, as required	\$1 24 per square yard.
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To be delivered as required.

BOSTON BELTING CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 4, gum packing, &c.

2,000 pounds sheet rubber packing, with cloth insertion, assorted.....	\$1 50 per pound.
500 pounds tuck rubber packing, assorted	1 58 per pound.
1,500 feet 3-ply rubber hose, 2¼ inches diameter inside	1 35 per foot.
500 feet 2-ply rubber hose, 1¼ inch diameter inside	65 per foot.
300 feet 2-ply rubber hose, 1 inch diameter inside.....	54 per foot.
200 feet 2-ply rubber hose, ¾ inch diameter inside	47 per foot.
300 pounds vulcanized rubber valves, as required.....	1 53 per pound.
200 pounds rubber gaskets, man-hole and hand-hole, as required.....	1 58 per pound.
10 gallons rubber cement	8 00 per gallon.

To be delivered as required.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 5, sperm oil.

1,500 gallons winter-strained sperm oil..... \$2 64 per gallon.
 To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 6, linseed oil, &c.

300 gallons linseed oil..... \$1 97 per gallon.
 25 gallons alcohol, 95 per cent. proof..... 4 00 per gallon.
 25 gallons benzine..... 50 per gallon.
 To be delivered as required.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 7, lard oil.

3,000 gallons lard oil, for lubricating, per sample, equal to
 E. G. Allen & Co.'s extra..... \$1 97 per gallon.
 To be delivered as required,

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 8, metallic oil.

2,000 gallons metallic oil, for lubricating, per sample, equal
 to De La Vergne's extra fine oil..... \$2 50 per gallon.
 To be delivered as required.

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 9, tallow and soap.

5,000 pounds best beef tallow..... \$0 24 per pound
 500 pounds brown soap, per sample..... 19 per pound.
 To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, engineers' instruments.

6 sets drawing instruments, per sample..... \$40 00 per set.
 4 salinometers, (Long's)..... 90 00 each.
 10 dozen thermometers for salinometers..... 24 00 per dozen.
 8 dozen hydrometers..... 20 00 per dozen.
 36 thermometers, (copper backs)..... 3 00 each.
 To be delivered as required.

JOHN H. BAILEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 14, wrought iron pipe, &c.

500 feet galvanized wrought iron steam pipe, 2 inches
 diameter..... \$1 20 per foot.
 500 feet galvanized wrought iron steam pipe, 1½ inch
 diameter..... 80 per foot.
 1,000 feet galvanized wrought iron steam pipe, 1 inch
 diameter..... 50 per foot.
 1,000 feet galvanized wrought iron steam pipe, ¾ inch
 diameter..... 40 per foot.
 300 feet galvanized wrought iron steam pipe, ½ inch
 diameter..... 30 per foot.
 300 feet galvanized wrought iron steam pipe, ⅜ inch
 diameter..... 30 per foot.
 75 feet galvanized wrought iron steam pipe, ¼ inch
 diameter..... 30 per foot.

100 iron nipples, 2 inches.....	\$0 62	each.
100 iron nipples, 1½ inch.....	48	each.
100 iron nipples, 1 inch.....	26	each.
100 iron nipples, ¾ inch.....	20	each.
100 iron nipples, ½ inch.....	16	each.
100 iron nipples, ⅜ inch.....	12	each.
100 iron nipples, ¼ inch.....	11½	each.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, steel.

6,000 pounds round steel, assorted.....	\$0 38	per pound.
4,000 pounds square steel, assorted.....	55	per pound.
3,000 pounds flat steel, assorted.....	63	per pound.
3,000 pounds octagon steel, assorted.....	78	per pound.
2,000 pounds spring steel.....	25	per pound.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 17, iron nails, bolts, and nuts.

1,000 pounds iron nails, 8d. to 20d., assorted.....	\$0 15	per pound.
300 pounds wrought iron washers, assorted.....	28	per pound.
3,000 pounds bolts and nuts, assorted.....	28	per pound.
200 pounds iron wire.....	20	per pound.
25 pounds steel wire.....	40	per pound.

To be delivered as required.

BALTIMORE & CUBA SMELTING & MINING COMPANY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 18, copper.

25,000 pounds ingot copper.....	\$0 55	per pound.
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To be delivered as required.

JOHN H. BAILEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 19, tin, &c.

6 boxes sheet tin, D, common.....	\$31 00	per box.
3,000 pounds Streight's tin.....	80	per pound.
2,000 pounds slab zinc.....	24	per pound.
1,000 pounds lead pipe, 1 to 2 inches.....	28	per pound.

To be delivered as required.

JOHN H. BAILEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 20, white lead.

1,500 pounds white lead.....	\$0 19	per pound.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 21, zinc paint.

1,000 pounds brown zinc.....	\$0 10	per pound.
1,000 pounds white zinc.....	13½	per pound.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 22, colored paints.

2,000 pounds red lead.....	\$0 22	per pound.
500 pounds chrome green.....	10	per pound.
100 pounds litharge.....	21	per pound.

500 pounds black lead.....	\$0 12	per pound.
1,000 pounds black paint.....	09½	per pound.
100 pounds lamp black.....	13	per pound.
100 gallons coach varnish.....	5 50	per gallon.
200 gallons paraffine varnish.....	75	per gallon.
To be delivered as required.		

HALL L. DAVIS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 23, stationery.

12 books, yearly, per sample, new pattern.....	\$6 00	each.
48 books, quarterly, per sample, new pattern.....	2 00	each.
12 books, expenditure, per sample, two quires.....	1 50	each.
48 books, account, per sample, one quire.....	75	each.
100 books, memorandum, calf, three quires.....	35	each.
6 books, requisition.....	8 00	each.
6 erasers.....	75	each.
6 pounds gum arabic.....	50	per pound.
12 bottles red ink, ½ pints.....	50	each.
6 bottles blue ink, ½ pints.....	50	each.
24 bottles black ink, pints.....	30	each.
24 inkstands, per sample.....	75	each.
12 ink-saucers.....	50	each.
12 dozen lead pencils, equal to Faber's best.....	1 00	per dozen.
500 slate pencils.....	50	per 100.
12 bottles dextrine, ½ pound each.....	1 00	per bottle.
6 reams letter paper.....	5 50	per ream.
3 reams official paper, cap.....	14 00	per ream.
1½ ream log paper.....	17 00	per ream.
6 reams note paper.....	3 50	per ream.
6 reams foolscap paper.....	9 00	per ream.
72 sheets double elephant drawing paper.....	50	per sheet.
12 penknives, four blades.....	3 00	each.
72 sheets tracing paper.....	75	per sheet.
25 yards vellum, best American.....	1 00	per yard.
1,500 envelopes, letter; color, straw and white.....	65	per 100.
1,000 envelopes, official; color, straw and white.....	1 00	per 100.
6 portfolios.....	6 00	each.
6 gross steel pens.....	1 00	per gross.
10 dozen penholders.....	50	per dozen.
4 dozen pieces India-rubber, per sample.....	15	per dozen.
50 pieces red tape.....	06	per piece.
100 sheets blotting paper.....	08	per sheet.
25 yards log paper, German.....	75	per yard.
12 boxes colors, Newman's.....	6 00	per box.
2 dozen rulers, gutta-percha.....	8 00	per dozen.
To be delivered as required.		

A. J. STIMSON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 24, firewood.

80 cords pine wood.....	\$6 43	per cord
To be delivered as required.		

DARIUS ALLEN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 34.

5,000 pounds cotton wiping waste.....	\$0 35	per pound.
1,500 pounds Italian hemp packing.....	45	per pound.
50 pounds flax sewing twine.....	75	per pound.
24 chalk-lines.....	15	each.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 35, engineers' stores, &c.

6 spring balances, 25 pounds each, per sample.....	\$1 00 each.
6 spring balances, 50 pounds each, per sample.....	2 00 each.
100 pounds steel wire, assorted.....	40 per pound.
10 hand-bellows.....	2 50 each.
24 lamp-scissors, per sample.....	1 00 each.
50 lamp-scissors, common.....	75 each.
50 padlocks, brass, per sample.....	1 75 each.
12 gross lamp-tubes.....	8 50 per gross.
1,000 pounds sheet zinc.....	45 per pound.
600 pounds lag screws, $\frac{5}{8}$ to $\frac{7}{8}$ inch diameter, $2\frac{1}{2}$ to 4 inches long.....	30 per pound.
60 globe lanterns, with fenders.....	6 00 each.
24 astral lamps, with globes, heavy bronze.....	15 00 each.
6 scale beams, 500 pounds capacity, per sample.....	10 00 each.
500 feet iron chain, $\frac{1}{4}$ inch diameter.....	35 per foot.
500 feet iron chain, $\frac{3}{8}$ inch diameter.....	35 per foot.
500 feet iron chain, $\frac{1}{2}$ inch diameter.....	35 per foot.
3 paint mills.....	9 00 each.
100 scrapers.....	75 each.
12 oil stones.....	5 00 each.
12 claw hammers.....	1 50 each.
6 drawing scales, boxwood, per sample.....	1 00 each.
50 pounds hose rivets, copper, assorted.....	1 50 per pound.
5 maulers' riddling sieves, brass.....	4 00 each.
1,500 pounds sheet brass, assorted.....	1 25 per pound.
1,000 pounds brass wire, assorted.....	1 25 per pound.
300 pounds copper wire, assorted.....	1 50 per pound.
12 plyers.....	50 each.
12 pincers.....	2 00 each.
50 pounds brass jack chain, No. 6.....	1 75 per pound.
50 pounds brass jack chain, No. 9.....	1 75 per pound.
50 pounds brass jack chain, No. 12.....	2 00 per pound.
50 pounds iron jack chain, No. 6.....	50 per pound.
50 dozen cast-steel scoop shovels.....	28 00 per dozen.
6 braces and bits, 36 bits each set.....	25 00 each.
6 handsaws.....	3 50 each.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 1, boiler iron and rivets.

50,000 pounds boiler iron, plate, from $\frac{3}{16}$ to $\frac{4}{8}$ inch thick....	\$0 11 per pound.
15,000 pounds smoke-pipe iron, such as may be required....	11 per pound.
10,000 pounds boiler rivets, 2 by $\frac{5}{8}$ inches.....	19 per pound.
5,000 pounds boiler rivets, assorted.....	19 per pound.
2,000 pounds button-head rivets, assorted.....	19 per pound.
600 pounds sheet-iron rivets, assorted.....	19 per pound.
3,000 pounds sheet iron, assorted.....	19 per pound.
1,000 pounds hoop iron, assorted.....	19 per pound.
25,000 pounds best round iron, (Ulster,) from $\frac{1}{4}$ to 2 inches diameter.....	15 per pound.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 2, pig iron.

50 tons No. 1 best cold blast American, 2,240 pounds to the ton.....	\$110 00 per ton.
50 tons No. 2 American pig iron, 2,240 pounds to the ton..	72 00 per ton.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 4, gum packing, rubber hose, &c.

2,000 feet rubber hose, 3-ply, 2 inches in diameter.....	\$1 15 per foot.
1,000 feet rubber hose, 3-ply, 1½ inch in diameter.....	85 per foot.
1,000 feet rubber hose, 2-ply, 1¼ inch in diameter.....	63 per foot.
1,000 feet rubber hose, 2-ply, 1 inch in diameter.....	52 per foot.
2,500 pounds round rubber packing, duck outside, assorted..	1 47 per pound.
2,500 pounds rubber valves, rings, &c., such as may be required, per pattern.....	1 55 per pound.
3,000 pounds sheet rubber packing, such as may be required	1 45 per pound.
To be delivered as required.	

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 5, sperm oil.

8,000 gallons winter-strained sperm oil.....	\$2 61 per gallon.
To be delivered as required.	

GEORGE ADAMS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 6, linseed oil and turpentine.

1,000 gallons boiled linseed oil.....	\$1 95 per gallon.
300 gallons spirits turpentine.....	3 75 per gallon.
50 gallons neat's-foot oil.....	2 00 per gallon.
200 gallons alcohol, best quality, 95 per cent. proof.....	3 85 per gallon.
To be delivered as required.	

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 7, lard oil.

3,000 gallons best quality lard oil, for lubricating	\$1 93 per gallon.
To be delivered as required.	

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 8, metallic oil.

1,500 gallons white metallic oil	\$1 42 per gallon.
To be delivered as required.	

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 9, tallow and soap.

10,000 pounds pure beef tallow	\$0 24 per pound.
1,000 pounds brown soap.....	19 per pound.
100 pounds Castile soap.....	26 per pound.
1,000 pounds salt water soap.....	20 per pound.
To be delivered as required.	

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 11, engineers' tools.

20 anvils, to weigh 75 to 150 pounds each, (averaging, say 112½ pounds each)	\$0 25 per pound.
75 axes, handled	2 50 each.
60 callipers, assorted	6 00 each.
20 compasses	1 25 each.
30 forges, blacksmiths', per pattern	100 00 each.
3,800 handfiles, half round, flat, square, round, and saw..	1 50 each.
36 hatchets, handled.....	1 20 each.

30 ladles, iron, assorted	\$0 75	each.
50 squares, steel, machinists', assorted	4 00	each.
30 stocks, dies, and taps, with wrenches for taps $\frac{3}{8}$ to $1\frac{1}{4}$ inch, per pattern	125 00	each.
36 two-foot rules, four-fold, brass bound	3 00	each.
24 tinmans' shears	14 00	each.
24 vices, one-half bench and one-half parallel jaw	35 00	each.
60 pawl wrenches, assorted sizes	35 00	each.
180 screw wrenches, assorted sizes, from 7 to 18 inches	5 00	each.
5,000 washers, assorted sizes, as required	05	each.
20 screw punches	35 00	each.
30 hand vices	2 00	each.
30 breast drill braces and bits	4 00	each.
30 hack saws, assorted sizes	4 00	each.
360 hack saw blades, assorted sizes	1 25	each.
60 five-inch double blocks, iron	15 00	each.
30 hydraulic jacks, 5 to 10 tons	150 00	each.
2 dozen pliers, square nose	5 00	per dozen.
2 dozen pliers, round nose	5 00	per dozen.
2 dozen pliers, cutting	18 00	per dozen.
3 dozen pincers	4 50	per dozen.
3 dozen pipe wrenches	6 50	per dozen.
1 dozen wire gauges	1 25	per dozen.
30 belt punches	50	each.
30 belt awls	50	each.
2 dozen pipe cutters	20 00	per dozen.
36 brass oil syringes	1 00	each.
36 compass cutters for rubber	15 00	each.
12 hydraulic punches	250 00	each.
24 screw punches	35 00	each.
36 bellows for forges, from 20 to 36 inches	35 00	each.
36 claw hammers, per sample	1 10	each.
36 dividers	2 00	each.
36 jack planes	2 25	each.
36 smooth planes	2 10	each.
36 fore planes	3 00	each.
75 handsaws, cutting off and splitting	3 25	each.
36 tinman's scrapers	75	each.
75 screwdrivers	1 00	each.
36 compass saws	1 00	each.
40 braces and bits, complete, 48 bits each	25 00	each.
24 fifty-foot tape lines, best quality	12 00	each.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, engineers' instruments.

30 sets drawing instruments	\$40 00	per set.
30 aneroid barometers	40 00	each.
500 saline hydrometers	2 00	each.
300 thermometers for hydrometers	2 25	each.
150 thermometers for engine-room	2 50	each.
20 steam gauges, 6 inches to $8\frac{1}{2}$ inches, such as may be required	40 00	each.
20 vacuum gauges, 6 inches to $8\frac{1}{2}$ inches, such as may be required	40 00	each.
10 sand glasses, 60 seconds	3 50	each.
10 sand glasses, 30 seconds	3 50	each.
30 drawing scales	3 50	each.
24 engine-room clocks, with second hands	20 00	each.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 13, steam pumps.

12 steam pumps\$1,000 00 each.
 To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 14, wrought iron pipe, valves, &c.

300 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch nipples	\$0 36	each.
150 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch unions.....	1 46	each.
150 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch tees.....	69	each.
300 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch elbows	49	each.
60 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch crosses	66	each.
300 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch couplings.....	36	each.
150 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch extra flanges	75	each.
60 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch burlings	36	each.
60 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch plugs	36	each.
60 each, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch reducers	36	each.
15 brass globe valves, without flanges, $\frac{3}{4}$ inch	3 75	each.
15 brass globe valves, with flanges, $\frac{3}{4}$ inch	5 00	each.
20 brass globe valves, without flanges, 1 inch	5 37	each.
20 brass globe valves, with flanges, 1 inch	7 16	each.
12 brass globe valves, without flanges, $1\frac{1}{4}$ inch	7 80	each.
12 brass globe valves, with flanges, $1\frac{1}{4}$ inch	10 40	each.
20 brass globe valves, without flanges, $1\frac{1}{2}$ inch.....	10 00	each.
20 brass globe valves, with flanges, $1\frac{1}{2}$ inch.....	13 33	each.
10 brass globe valves, without flanges, 2 inches.....	15 00	each.
15 brass globe valves, with flanges, 2 inches	20 00	each.
5 brass globe valves, without flanges, $2\frac{1}{2}$ inches.....	25 00	each.
10 brass globe valves, with flanges, $2\frac{1}{2}$ inches	33 33	each.
10 brass globe valves, with flanges, 3 inches	43 75	each.
30 globe oil cups, No. 1 to 6, as may be required.....	1 00	each.
2,000 feet wrought-iron pipe, $\frac{3}{4}$ inch inside	27	per foot.
3,000 feet wrought-iron pipe, 1 inch inside	36	per foot.
4,000 feet wrought-iron pipe, $1\frac{1}{4}$ inch inside.....	50	per foot.
5,000 feet wrought-iron pipe, $1\frac{1}{2}$ inch inside.....	65	per foot.
2,500 feet wrought-iron pipe, 2 inches inside.....	93	per foot.
1,500 feet wrought-iron pipe, $2\frac{1}{2}$ inches inside.....	1 68	per foot.
600 feet wrought-iron pipe, 3 inches inside.....	2 43	per foot.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 15, tubes.

1,200 pounds brass tubes, $\frac{5}{8}$ inch, drawn, $24\frac{1}{8}$ to $30\frac{1}{4}$ inches long.....	\$0 85	per pound.
800 pounds brass tubes, drawn, such as may be required..	82	per pound
6,000 feet iron lap-welded boiler tubes, such as may be re- quired.....	95	per foot.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, steel.

4,000 pounds cast steel, extra, octagon, such as may be re- quired.....	55	per pound.
3,000 pounds cast steel, extra, square, such as may be required	55	per pound.
2,000 pounds spring steel, extra, square, such as may be re- quired.....	27	per pound.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 17, iron nails, bolts, nuts, &c.

250 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 4 inches.....	\$0 33	per pound.
200 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $3\frac{1}{2}$ inches.....	33	per pound.
350 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 3 inches.....	33	per pound.
150 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{3}{4}$ inches.....	33	per pound.
250 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{2}$ inches.....	33	per pound.
200 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{4}$ inches.....	33	per pound.
200 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 2 inches.....	33	per pound.
200 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $1\frac{1}{2}$ inch.....	33	per pound.
150 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 2 inches.....	33	per pound.
250 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $2\frac{1}{2}$ inches.....	29	per pound.
250 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 3 inches.....	29	per pound.
300 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $3\frac{1}{2}$ inches.....	29	per pound.
250 pounds wrought-iron bolts, $\frac{7}{8}$ inch by $5\frac{1}{2}$ inches.....	29	per pound.
200 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 4 inches.....	29	per pound.
200 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 5 inches.....	29	per pound.
250 pounds wrought-iron bolts, $\frac{9}{16}$ inch by $1\frac{1}{2}$ inch.....	24	per pound.
200 pounds wrought-iron bolts, $\frac{1}{2}$ inch by $1\frac{1}{2}$ inch.....	33	per pound.
300 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 3 inches.....	24	per pound.
250 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 4 inches.....	24	per pound.
200 pounds wrought-iron bolts, 1 inch by $3\frac{1}{2}$ inches.....	24	per pound.
300 pounds wrought-iron bolts, 1 inch by $4\frac{1}{2}$ inches.....	24	per pound.
250 pounds wrought-iron bolts, $\frac{3}{8}$ inch by $\frac{3}{4}$ inch.....	24	per pound.
300 pounds Boonton hot-pressed square nuts, $\frac{5}{8}$ inch.....	23	per pound.
300 pounds Boonton hot-pressed hexagon nuts, $\frac{5}{8}$ inch.....	26	per pound.
200 pounds Boonton hot-pressed square nuts, $\frac{3}{4}$ inch.....	23	per pound.
200 pounds Boonton hot-pressed hexagon nuts, $\frac{3}{4}$ inch.....	26	per pound.
75 pounds Boonton hot-pressed square nuts, $\frac{1}{2}$ inch.....	23	per pound.
200 pounds Boonton hot-pressed hexagon nuts, $\frac{7}{8}$ inch.....	26	per pound.
200 pounds Boonton hot-pressed hexagon nuts, 1 inch.....	26	per pound.
250 papers iron-finishing nails, $\frac{3}{4}$ inch to 2 inches.....	22	per paper.
200 papers iron brads, $\frac{3}{8}$ inch to 1 inch.....	30	per paper.
100 gross brass screws, gimlet points, $\frac{3}{8}$ inch to 4 inches.....	50	per gross.
100 gross iron screws, gimlet points, $\frac{3}{8}$ inch to 4 inches.....	50	per gross.

To be delivered as required.

BALTIMORE & CUBA SMELTING AND MINING COMPANY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 18, copper.

600 pounds sheet copper, such as may be required.....	70	per pound.
100 pounds copper rivets, such as may be required.....	70	per pound.
10,000 pounds ingot copper.....	56	per pound.

To be delivered as required.

CHARLES C. WENTWORTH. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 19, tin, zinc, &c.

4,000 pounds Banca tin.....	\$1 07	per pound.
2,000 pounds Silesian spelter.....	20	per pound.
250 pounds spelter solder.....	62	per pound.
50,000 pounds sheet lead, such as may be required.....	25	per pound.
20 boxes sheet tin, sizes as may be required.....	30	per box.
1,000 pounds sheet zinc, such as may be required.....	30	per pound.

To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 20, white lead.

10,000 pounds white lead, ground, in 25-pound kegs.....	\$0 21 $\frac{1}{2}$	per pound.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 21, zinc paint.

3,000 pounds white zinc paint.....	\$0 13½	per pound.
500 pounds brown zinc paint.....	10	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 22, colored paints, dryers, &c.

1,000 pounds black lead	\$0 12	per pound.
5,000 pounds red lead	21	per pound.
2,000 pounds black paint	09½	per pound.
2,000 pounds green paint	20	per pound.
1,000 pounds litharge	21	per pound.
300 pounds gum shellac	1 40	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 23, stationery.

60 account books.....	\$3 00	each.
400 memorandum books.....	50	each.
30 requisition books.....	6 00	each.
30 portfolios	3 00	each.
200 log slates.....	2 00	each.
36 pieces India ink	50	per piece.
36 bottles red ink, carmine.....	75	per bottle.
144 bottles black ink, pints.....	50	per bottle.
36 ink saucers.....	50	each.
72 ink-stands	1 00	each.
6 reams envelope paper	8 00	per ream.
6 reams cartridge paper.....	10 00	per ream.
36 reams ruled letter paper.....	5 50	per ream.
36 reams cap paper.....	6 50	per ream.
30 reams cap paper, regulation.....	8 00	per ream.
600 sheets drawing paper, double elephant.....	1 50	per sheet.
500 sheets tracing paper, double elephant.....	1 50	per sheet.
10 rolls tracing linen	50 00	per roll.
40 dozen drawing pencils, Faber's octagon, assorted	2 00	per dozen.
2,000 slate pencils, best Rutland.....	7 50	per M.
20 gross steel pens.....	2 00	per gross.
1,000 quills, No. 80.....	20 00	per M.
5 pounds wafers, in ¼ pound packages.....	1 50	per pound.
150 pieces sealing wax.....	10	per piece.
30 letter stamps	50	each.
10 pounds India-rubber	2 50	per pound.
12,000 official envelopes	12 00	per M.
12,000 letter envelopes	6 50	per M.
2 dozen pieces red tape.....	2 25	per dozen.
150 bottles mucilage.....	50	per bottle.
300 drawing pins.....	10	each.
4 reams blotting board.....	35 00	per ream.
36 erasers	1 00	each.
36 penknives	3 00	each.
36 paper folders	1 25	each.
48 papers pins.....	20	per paper.
36 pounce boxes and pounce.....	1 00	per dozen.
48 flat rulers.....	1 00	each.
15 gross American calcined chalk crayons.....	50	per gross.
To be delivered as required.		

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 25, hickory and ash plank and butts.

12,000 feet best 3-inch ash plank.....	\$63 00	per M feet.
60 white-heart hickory butts, from 10 to 14 feet long...	4 50	each.

To be delivered as required.

TRICKEY & JEWETT. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 26, white pine.

2,000 feet best white pine lumber, from 1 to 6 inches thick, board measure	\$70 00	per M feet.
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To be delivered as required.

DARIUS ALLEN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 34.

10,000 pounds Italian hemp packing yarn.....	\$0 45	per pound.
800 pound cotton packing	65	per pound.
8,000 pounds cotton waste.....	32	per pound.
75 pounds sewing twine.....	75	per pound.
30 fish-lines, flax, (240 feet).....	80	each.
240 chalk lines.....	15	each.
2 dozen sea-grass lines.....	20 00	per dozen

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 35, engineers' stores, &c.

20 balances, spring, with scale-pan, to weigh 50 pounds	\$2 50	each.
20 beams, scale, to weigh 500 pounds.....	10 00	each.
400 lamps, globe, with feeders.....	6 00	each.
50 lamps, swivel	12 00	each.
50 papers needles, sail	5 00	per paper.
100 padlocks, brass	1 50	each.
50 pairs scissors, lamp-wick.....	1 50	each.
50 pairs scissors, common.....	1 50	each.
200 scrapers, common.....	75	each.
100,000 tacks, iron.....	20	per M.
50,000 tacks, copper.....	1 50	per M.
50 hand lamps, brass.....	1 50	each.
20 reams sand paper, per sample.....	6 50	per ream.
12 dozen steel flat shovels, first quality.....	24 00	per dozen.
50 dozen scoop shovels, first quality.....	30 00	per dozen.
75 pounds steel wire, assorted.....	35	per pound.
100 pounds copper wire, assorted.....	1 50	per pound.
150 pounds brass wire, assorted.....	1 25	per pound.
100 pounds iron wire, assorted.....	20	per pound.
50 hand bellows, per sample.....	3 50	each.
50 solder pots, per sample.....	5 00	each.
20 pounds best German silver.....	3 50	per pound.
1,500 feet small lap-welded chain, such as may be re- quired.....	35	per foot.
50 dozen file handles.....	75	per dozen.
150 pair brass butt hinges, cast from 1 to 3 inches.....	50	per pair.
4 dozen chest locks, brass, 1 to 4 inches.....	10 00	per dozen.
75 shoe knives.....	20	each.
30 dozen brad awls, handled.....	1 50	per dozen.
20 sets steel figures.....	6 00	per set.
20 sets steel alphabets.....	12 00	per set.
30 dozen lamp hooks, brass, per sample.....	1 50	per dozen.
3 dozen box lanterns.....	50 00	per dozen.

10 dozen rubber oil squirts.....	\$7 50	per dozen.
1,200 feet chain, brass, small and assorted.....	35	per foot.
25 oilstones.....	5 00	each.
25 whetstones.....	5 00	each.
30 glue pots.....	10 00	each.

To be delivered as required.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 2, pig iron.

100 tons best anthracite pig iron.....	\$94 00	per ton.
75 tons best charcoal pig iron.....	120 00	per ton.

To be delivered as required.

GEO. ADAMS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 3, boiler felting.

3,000 square yards boiler felting, such as may be required..	\$1 39	per yard.
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To be delivered as required.

BOSTON BELTING CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 4, gum packing, rubber hose, &c.

10,000 feet rubber hose, 4-ply, $2\frac{1}{4}$ inches in diameter.....	\$1 62	per foot.
2,500 feet rubber hose, 4-ply, $2\frac{1}{2}$ inches in diameter.....	1 80	per foot.
1,000 feet rubber hose, 3-ply, $1\frac{1}{2}$ inch in diameter.....	90	per foot.
2,000 feet rubber hose, 2-ply, $1\frac{1}{4}$ inch in diameter.....	65	per foot.
2,000 feet rubber hose, 2-ply, 1 inch in diameter.....	54	per foot.
1,000 feet rubber hose, 2-ply, $\frac{3}{4}$ inch in diameter.....	44	per foot.
1,000 pounds metallic packing, (assorted).....	1 50	per pound.
2,500 pounds round rubber packing, (assorted).....	1 58	per pound.
5,500 pounds sheet rubber packing, such as may be re- quired.....	1 50	per pound.
1,000 pounds clear gum, assorted, $\frac{3}{4}$ to 1 inch, prepared for air-pumps.....	1 58	per pound.
1,500 pounds rubber man and hand hole gaskets, (per pat- terns).....	1 58	per pound.
3,500 pounds pure vulcanized rubber valves, rings, &c., (per patterns).....	1 58	per pound.
2,000 rubber grummetts, for condenser tubes, per samp ^e ..	10 00	per hundred.
500 feet rubber tubing, such as may be required.....	35	per foot.

To be delivered as required.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 5, sperm oil.

14,500 gallons pure winter-strained sperm oil.....	\$2 74	per gallon.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 6, linseed oil, turpentine, alcohol, &c.

2,100 gallons linseed oil, (boiled).....	\$2 29	per gallon.
1,500 gallons best spirits of turpentine.....	4 20	per gallon.
250 gallons neat's-foot oil.....	1 62	per gallon.
360 gallons alcohol, best quality, 95 per cent. proof.....	4 10	per gallon.

To be delivered as required.

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 7, lard oil.

20,000 gallons best lard oil..... \$1 95 per gallon.
 To be delivered as required.

WM. H. WEED. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 8, lubricating or metallic oils

5,000 gallons lubricating or metallic oil, such as may be
 required..... \$1 90 per gallon.
 To be delivered as required.

SOUTHARD, HERBERT & CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 9, tallow and soap.

3,000 pounds best hard brown soap..... \$0 19 per pound.
 3,000 pounds best salt-water soap..... 19 per pound.
 10 barrels soft soap..... 9 00 per barrel.
 28,000 pounds pure beef tallow..... 25 per pound.
 To be delivered as required.

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, engineers' stores.

250 lights, glass, assorted, up to 18 and 24 inches..... \$0 60 each.
 3,500 pounds anti attrition metal..... 70 per pound.
 230 pounds borax, in 3-pound tin cans..... 65 per pound.
 1,500 Bath bricks..... 06 each.
 10,500 fire bricks..... 95 00 per M.
 1,000 paint brushes, 0 to 000000..... 1 90 each.
 1,200 hand scrubbing brushes..... 35 each.
 600 whitewash brushes, (all white hair, Nos. 8 to 16)..... 1 50 each.
 50 oval varnish brushes (extra, 1 to 6)..... 80 each.
 50 glue brushes, (assorted)..... 30 each.
 500 flue brushes, whalebone or wire, as required..... 4 00 each.
 100 hand dusting brushes, (extra, 1 to 5)..... 60 each.
 2 dozen sable hair marking brushes..... 2 00 per dozen.
 200 dozen corn brooms..... 4 00 per dozen.
 66 dozen hickory brooms..... 2 25 per dozen.
 20 barrels Roman cement..... 8 00 per barrel.
 1,000 pounds coarse animal charcoal..... 10 per pound.
 300 bushels hard wood charcoal..... 40 per bushel.
 600 coal baskets, bound with hide..... 3 00 each.
 1,000 coal bags..... 3 50 each.
 50 water buckets, oak, iron bound..... 80 each.
 500 pounds white chalk..... 03 per pound.
 150 pounds red chalk..... 18 per pound.
 1,500 pounds candles, (best sperm)..... 48 per pound.
 220 reams emery cloth, (assorted)..... 58 00 per ream.
 500 pounds emery, (assorted,) in cans, per sample..... 20 per pound.
 105 grindstones, (Ohio,) 120 pounds each, mounted..... 10 50 each.
 600 pounds ground glass, (assorted,) in tin cans, per
 sample..... 16 per pound.
 500 pounds best white glue..... 40 per pound.
 1,600 glasses for water gauges, annealed, such as may be
 required..... 45 each.
 520 pounds lampwick yarn..... 95 per pound.
 100 gross lampwicks, (circular,) such as may be required..... 1 95 per gross.
 2,500 feet leather belting, single, 2 to 6 inches..... 68 per foot.
 800 feet leather belting, double riveted, 4 to 12 inches..... 1 65 per foot.

50 metallic tape lines, (Chesterman's,) 50 feet each	\$6 50	each.
100 barrels slacked lime	1 75	per barrel.
1,500 pounds mercury, in flasks	2 40	per pound.
50 mouth-pieces, per sample	3 00	each.
20,000 pounds pure sweet oatmeal, in 20-pound cans, (hermetically sealed)	10	per pound.
1,300 pounds potash, in jars	18	per pound.
900 pounds pulverized rotten-stone, in 5-pound cans	15	per pound.
200 pounds sal ammoniac	34	per pound.
2,700 pounds pulverized sulphur, in 10-pound cans	20	per pound.
1,000 pounds soap stone, in 10-pound cans	10	per pound.
130 sewing palms, mounted	75	each.
80 sixty-second glasses	1 00	each.
100 pounds worsted yarn, for wicks, per sample	3 50	per pound.
200 barrels fire clay	2 50	per barrel.
100 sides lacing leather, (best quality)	4 50	per side.
100 sides pump leather, (best quality)	18 50	per side.
300 pounds resin	15	per pound.
150 manilla mats, such as may be required	3 50	each.
80 mops, with handles, per sample	75	each.
200 tons smiths' coal	14 50	per ton.
3,000 address tags, such as may be required	8 00	per M.
300 white glass bottles, with velvet taper corks, per sample	16	each.
100 pounds copperas	81	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 11, engineers' tools.

85 anvils, from 75 to 200 pounds, say 10,000 pounds in all	\$0 22	per pound.
20 sets braces and bits, complete, 48 assorted bits each	22 00	per set.
80 bench vices, 2½ to 7-inch jaws, say 12,000 pounds, such as may be required	45	per pound.
170 boxwood rules, (standard,) per sample	2 00	each.
10 brass syringes	10 00	each.
105 bellows for forges, from 20 to 36 inches	16 00	each.
100 belt awls and punches	40	each.
50 chests carpenters' tools, per sample	100 00	per chest.
105 Paris callipers, 6 to 24 inches, per sample	6 50	per pair.
100 claw hammers, per sample	1 00	each.
105 pairs dividers, assorted, per sample	2 00	per pair.
150 ratchet drills, such as may be required, best manufacture	10 00	each.
30 breast drills, with drills, complete	4 00	each.
50 dozen files, 16-inch, flat, bastard	30 00	per dozen.
100 dozen files, 14-inch, flat, bastard	20 00	per dozen.
50 dozen files, 12-inch, flat, bastard	13 00	per dozen.
30 dozen files, 10-inch, flat, bastard	10 00	per dozen.
20 dozen files, 8-inch, flat, bastard	6 50	per dozen.
50 dozen files, 16-inch, half round, bastard	32 00	per dozen.
75 dozen files, 14-inch, half round, bastard	23 00	per dozen.
50 dozen files, 12-inch, half round, bastard	16 00	per dozen.
25 dozen files, 10-inch, half round, bastard	10 00	per dozen.
15 dozen files, 8-inch, half round, bastard	7 50	per dozen.
10 dozen files, 16-inch, flat, smooth	42 00	per dozen.
50 dozen files, 14-inch, flat, smooth	25 00	per dozen.
50 dozen files, 12-inch, flat, smooth	18 00	per dozen.
15 dozen files, 10-inch, flat, smooth	12 50	per dozen.
15 dozen files, 16-inch, half round, smooth	40 00	per dozen.
55 dozen files, 14-inch, half round, smooth	30 00	per dozen.
30 dozen files, 12-inch, half round, smooth	25 00	per dozen.
20 dozen files, 10-inch, half round, smooth	13 50	per dozen.
75 dozen files, square, from 8 to 10 inches, assorted	9 00	per dozen.
50 dozen files, square, from 14 to 18 inches, assorted	30 00	per dozen.
50 dozen files, round, from 6 to 12 inches, assorted	10 00	per dozen.

75 dozen files, round, from 14 to 18 inches, assorted	\$50 00	per dozen.
75 dozen files, triangular saw, assorted	4 00	per dozen.
25 dozen files, assorted, such as may be required	22 00	per dozen.
25 forges, tinsmiths', per sample	5 00	each.
112 hatchets, cast steel, handled, per sample	1 25	each.
150 handsaws, per sample	3 00	each.
100 hacksaws, with frames, per sample	2 75	each.
400 hacksaw blades, to suit frames	1 25	each.
50 dozen gimlets, assorted	75	per dozen.
100 oilstones, say 150 pounds, set in wood, with cover, per sample	3 00	per pound.
100 pincers, wood, per sample	50	each.
200 plyers, cutting, assorted	1 75	each.
200 plyers, round-nosed, assorted	50	each.
200 pairs pipe tongs, assorted, to take from $\frac{1}{4}$ to 4-inch pipe	5 50	per pair.
20 dozen socket gouges, handled, assorted, per sample	27 00	per dozen.
15 dozen socket chisels, assorted, per sample	25 00	per dozen.
12 dozen turners' chisels, assorted, per sample	18 00	per dozen.
3 dozen scroll saws, (Wilmarth's make) such as may be required	6 50	per dozen.
105 steel squares, 2-feet, per sample	3 00	each.
105 shears, tinman's, large and small	8 00	each.
30 screw plates and taps, complete, per sample	12 00	each.
100 screwdrivers, assorted	75	each.
100 sets stocks, taps, and dies, large and small, with tap wrenches to suit, per sample	125 00	per set.
10 pairs stocks for cutting pipe, Nos. 1, 2, or 3, with such dies as may be required	60 00	per pair.
50 tinman's scrapers	75	each.
100 hand vices	2 00	each.
5 bench vices, iron	60 00	each.
250 wood axes, cast steel, best quality	2 25	each.
100 pipe wrenches, assorted, per sample	4 00	each.
150 dozen screw wrenches, from 6 to 24 inches, of such make as may be required	50 00	per dozen.
30 jackscrews, per sample	25 00	each.
50 trowels, best steel, per sample	2 00	each.
150 tube-expanders, top or bottom, such sizes or kinds as may be required	80 00	each.
50 rubber punches, such as may be required, per sample	2 50	each.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, engineers' instruments.

1 hydraulic pump, for testing boilers up to 300 pounds, with gauge	\$350 00.	
50 fresh water condensers, such as may be required	300 00	each.
80 engine-room clocks, per sample	15 00	each.
10 engine counters, such as may be required	175 00	each.
10 engine trip gongs, 12 to 16 inches, with 4 pulls and 16 cranks each	55 00	each.
10 trip gongs, 6 to 9 inches, with 1 pull and 4 cranks	25 00	each.
15 vacuum gauges, all brass, 6 to 8 $\frac{1}{2}$ inches, such as may be required	50 00	each.
70 steam gauges, all brass, 6 to 8 $\frac{1}{2}$ inches, such as may be required	50 00	each.
1,050 saline hydrometers, per sample	1 50	each.
50 test hydrometers, per sample	20 00	each.
30 indicators, high or low pressure, or both, as may be required	100 00	each.
50 salinometer cases, per sample	90 00	each.
12 steam whistles, such as may be required	40 00	each.
800 thermometers for hydrometers, per sample	2 00	each.
550 thermometers for engine-room, per sample	2 50	each.

20 thermometers for hot well, per sample.....	\$50 00	each.
250 dozen oil syphons, glass.....	1 50	per dozen.
20 sets steel alphabet and figures.....	12 00	per set.
50 aneroid barometers, per sample.....	20 00	each.

To be delivered as required.

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 13, steam pumps.

3 steam pumps, No. 1, such as may be required.....	\$225 00	each.
5 steam pumps, No. 2, such as may be required.....	325 00	each.
8 steam pumps, No. 3, such as may be required.....	475 00	each.
15 steam pumps, No. 4, such as may be required.....	625 00	each.
15 steam pumps, No. 5, such as may be required.....	750 00	each.
12 steam pumps, No. 6, such as may be required.....	850 00	each.

To be delivered as required.

FELIX CAMPBELL. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 14, wrought iron pipes, valves, &c.

150 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch nipples..	\$0 86	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch unions..	2 58	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch tees.....	1 60	each.
250 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch elbows..	1 28	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch crosses..	2 00	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch couplings,	86	each.
75 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, and 2-inch return bends	53	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch extra flanges	1 00	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch bushings,	86	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch plugs ...	86	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch reducers,	86	each.
100 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch locknuts..	86	each.
50 each, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4-inch caps.....	86	each.
100 branch tees, with outlets, such as may be required...	1 03	each.
15 globe valves, brass, $\frac{1}{2}$ inch, without flanges.....	2 37	each.
15 globe valves, brass, $\frac{1}{2}$ inch, with flanges.....	3 57	each.
20 globe valves, brass, $\frac{3}{4}$ inch, without flanges	3 19	each.
20 globe valves, brass, $\frac{3}{4}$ inch, with flanges	4 80	each.
30 globe valves, brass, 1 inch, without flanges.....	4 60	each.
30 globe valves, brass, 1 inch, with flanges	6 90	each.
20 globe valves, brass, $1\frac{1}{4}$ inch, without flanges.....	6 60	each.
20 globe valves, brass, $1\frac{1}{4}$ inch, with flanges.....	9 95	each.
30 globe valves, brass, $1\frac{1}{2}$ inch, without flanges	8 50	each.
30 globe valves, brass, $1\frac{1}{2}$ inch, with flanges.....	12 75	each.
50 globe valves, brass, 2 inches, without flanges.....	12 75	each.
50 globe valves, brass, 2 inches, with flanges.....	20 40	each.
40 globe valves, brass, $2\frac{1}{2}$ inches, without flanges	21 45	each.
50 globe valves, brass, $2\frac{1}{2}$ inches, with flanges.....	32 30	each.
30 globe valves, brass, 3 inches, without flanges.....	31 45	each.
40 globe valves, brass, 3 inches, with flanges	46 75	each.
20 globe valves, brass, $3\frac{1}{2}$ inches, without flanges.....	46 75	each.
40 globe valves, brass, $3\frac{1}{2}$ inches, with flanges.....	63 75	each.
10 globe valves, brass, 4 inches, without flanges.....	59 50	each.
12 globe valves, brass, 4 inches, with flanges	76 50	each.
30 angle valves, 1 inch, with bottom flange.....	6 89	each.
30 angle valves, $1\frac{1}{2}$ inch, with bottom flange.....	12 75	each.
30 angle valves, 2 inches, with bottom flange.....	20 40	each.
30 hose-bibs, $\frac{1}{2}$ -inch screw-shanks and shoulder, with nut at bottom	2 34	each.
30 hose-bibs, $\frac{3}{4}$ -inch screw-shanks and shoulder, with nut at bottom.....	3 83	each.
40 hose-bibs, 1-inch screw-shanks and shoulder, with nut at bottom.....	4 89	each.

40 hose-bibs, 1 $\frac{1}{4}$ -inch screw-shanks and shoulder, with nut at bottom	\$7 44	each.
30 hose-bibs, 1 $\frac{1}{2}$ -inch screw-shanks and shoulder, with nut at bottom	10 20	each.
15 steam stop-cocks, 3 inches, rough	32 40	each.
30 steam stop-cocks, $\frac{5}{8}$ inch, single coupling	4 05	each.
30 steam stop-cocks, $\frac{3}{4}$ inch, single coupling	5 22	each.
30 steam stop-cocks, 1 inch, single coupling	6 53	each.
30 steam stop-cocks, $\frac{5}{8}$ inch, double coupling	5 40	each.
30 steam stop-cocks, $\frac{3}{4}$ inch, double coupling	6 30	each.
30 steam stop-cocks, 1 inch, double coupling	9 00	each.
2 dozen air-cocks, No. 2	18 90	per dozen.
2 dozen air-cocks, No. 3	21 60	per dozen.
2 dozen air-cocks, No. 4	27 00	per dozen.
2 dozen cylinder-cocks, No. 11	27 00	per dozen.
2 dozen cylinder-cocks, No. 12	32 40	per dozen.
2 dozen cylinder-cocks, No. 14	36 00	per dozen.
2 dozen cylinder-cocks, No. 16	40 50	per dozen.
2 dozen gauge-cocks, No. 17	68 40	per dozen.
2 dozen gauge-cocks, No. 18	63 00	per dozen.
2 dozen tallow oil cups, lever handle	108 00	per dozen.
2 dozen oil cups, with stop-cocks, lever handle, No. 14 ..	31 50	per dozen.
2 dozen oil cups, with stop-cocks, lever handle, No. 16 ..	40 50	per dozen.
2 dozen oil cups, with stop-cocks, lever handle, No. 18 ..	67 50	per dozen.
2 dozen plain oil cups, No. 34	16 20	per dozen.
2 dozen plain oil cups, No. 36	22 50	per dozen.
2 dozen plain oil cups, No. 37	31 50	per dozen.
2 dozen plain oil cups, No. 38	43 20	per dozen.
1 dozen globe oil cups, No. 1	85 50	per dozen.
1 dozen globe oil cups, No. 2	94 50	per dozen.
2 dozen globe oil cups, No. 3	108 00	per dozen.
2 dozen globe oil cups, No. 3 $\frac{1}{2}$	162 00	per dozen.
1 dozen globe oil cups, No. 4	194 40	per dozen.
1 dozen globe oil cups, No. 6	324 00	per dozen.
800 feet wrought-iron pipe, $\frac{1}{2}$ inch	19	per foot.
1,200 feet wrought-iron pipe, $\frac{3}{4}$ inch	24	per foot.
2,000 feet wrought-iron pipe, 1 inch	33	per foot.
1,500 feet wrought-iron pipe, 1 $\frac{1}{4}$ inch	45	per foot.
1,500 feet wrought-iron pipe, 1 $\frac{1}{2}$ inch	58	per foot.
2,000 feet wrought-iron pipe, 2 inch	84	per foot.
2,000 feet wrought-iron pipe, 2 $\frac{1}{2}$ inch	1 51	per foot.
1,500 feet wrought-iron pipe, 3 inch	2 19	per foot.
1,000 feet wrought-iron pipe, 3 $\frac{1}{2}$ inch	2 70	per foot.
1,000 feet wrought-iron pipe, 4 inch	3 38	per foot.
200 pieces hydraulic pipe, $\frac{3}{8}$ inch diameter inside, $\frac{7}{8}$ inch diameter outside, 10 feet long	1 38	per foot.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 15, tubes.

10,000 feet boiler tubes, iron, from 1 $\frac{1}{2}$ inch to 3 inches diameter	\$1 00	per foot.
5,000 feet boiler tubes, iron, from 3 $\frac{1}{4}$ inches to 6 inches diameter	3 75	per foot.
4,000 pounds drawn brass tubes, such sizes as may be required	1 25	per pound.
17,000 pounds drawn brass tubes, for condensers, such sizes as may be required, and to be galvanized if necessary	85	per pound.

To be delivered as required.

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, steel.

21,000 pounds cast steel, extra, octagon, such sizes as may be required	\$0 58	per pound.
19,000 pounds cast steel, extra, square or flat, such sizes as may be required	59	per pound.
1,000 pounds blister steel, such as may be required	25	per pound.
1,500 pounds German steel, such as may be required	28	per pound.
2,000 pounds spring steel, such as may be required	33	per pound.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 17, iron nails, bolts, nuts, &c.

1,000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 4 inches	\$0 30	per pound.
1,000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $3\frac{1}{2}$ inches	32	per pound.
2,500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 3 inches	32	per pound.
1,000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{3}{4}$ inches	32	per pound.
1,500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{2}$ inches	34	per pound.
1,500 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $2\frac{1}{4}$ inches	36	per pound.
1,800 pounds wrought-iron bolts, $\frac{5}{8}$ inch by 2 inches	36	per pound.
2,000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $1\frac{3}{4}$ inch	33	per pound.
2,000 pounds wrought-iron bolts, $\frac{5}{8}$ inch by $1\frac{1}{2}$ inch	38	per pound.
1,000 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 2 inches	38	per pound.
1,500 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $2\frac{1}{2}$ inches	36	per pound.
1,800 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 3 inches	34	per pound.
2,500 pounds wrought-iron bolts, $\frac{3}{4}$ inch by $3\frac{3}{4}$ inches	32	per pound.
2,000 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 4 inches	32	per pound.
1,500 pounds wrought-iron bolts, $\frac{3}{4}$ inch by 5 inches	30	per pound.
1,000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 3 inches	30	per pound.
1,000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by $3\frac{1}{2}$ inches	30	per pound.
1,500 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 4 inches	30	per pound.
1,500 pounds wrought-iron bolts, $\frac{7}{8}$ inch by $4\frac{1}{2}$ inches	26	per pound.
1,500 pounds wrought-iron bolts, $\frac{7}{8}$ inch by 5 inches	26	per pound.
1,000 pounds wrought-iron bolts, $\frac{7}{8}$ inch by $5\frac{1}{2}$ inches	26	per pound.
1,500 pounds wrought-iron bolts, 1 inch by $3\frac{1}{2}$ inches	26	per pound.
1,500 pounds wrought-iron bolts, 1 inch by $4\frac{1}{2}$ inches	26	per pound.
1,500 pounds wrought-iron bolts, 1 inch by 6 inches	26	per pound.
1,000 pounds wrought-iron bolts, $\frac{3}{8}$ inch by $\frac{3}{4}$ inch	70	per pound.
1,500 pounds wrought-iron bolts, $\frac{1}{2}$ inch by $1\frac{1}{2}$ inch	45	per pound.
2,000 pounds wrought-iron bolts, $\frac{9}{16}$ inch by $1\frac{1}{2}$ inch	38	per pound.
1,000 pounds Boonton hot-pressed nuts, square, $\frac{5}{8}$ inch	30	per pound.
2,500 pounds Boonton hot-pressed nuts, hexagon, $\frac{5}{8}$ inch	30	per pound.
1,200 pounds Boonton hot-pressed nuts, square, $\frac{3}{4}$ inch	30	per pound.
2,000 pounds Boonton hot-pressed nuts, hexagon, $\frac{3}{4}$ inch	30	per pound.
1,000 pounds Boonton hot-pressed nuts, hexagon, $\frac{7}{8}$ inch	30	per pound.
1,500 pounds Boonton hot-pressed nuts, hexagon, 1 inch	30	per pound.
800 pounds Boonton hot-pressed nuts, square, $\frac{1}{2}$ inch	30	per pound.
1,000 pounds Boonton hot-pressed nuts, hexagon, $\frac{1}{2}$ inch	32	per pound.
8,500 pounds iron cut nails, of the best American manufacture, from 4d. to 20d., as may be required	16	per pound.
1,000 papers iron finishing nails, from $\frac{3}{4}$ to 2 inches	25	per paper.
800 papers iron brads, from $\frac{3}{8}$ to 2 inches	15	per paper.
500 gross brass screws, gimlet points, $\frac{3}{8}$ to 4 inches	8 00	per gross.
1,000 gross iron screws, gimlet points, $\frac{3}{8}$ to 4 inches	2 00	per gross.
To be delivered as required.		

BALTMORE AND CUBA-SMELTING AND MINING CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 18, copper.

40,000 pounds ingot copper	\$0 56	per pound.
2,000 pounds bolt copper	70	per pound.

5,000 pounds rod copper, $\frac{1}{2}$ inch to 3 inches, assorted.....	\$0 71	per pound.
2,500 pounds sheet copper, from $\frac{1}{16}$ inch to $\frac{3}{8}$ inch thick..	71	per pound.
500 pounds copper rivets.....	1 00	per pound.
To be delivered as required.		

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 19, tin, zinc, lead, &c.

12,000 pounds Banca tin.....	\$1 19	per pound.
500 pounds zinc, pig.....	20	per pound.
5,000 pounds Silesian spelter.....	25	per pound.
2,500 pounds spelter solder.....	65	per pound.
13,000 pounds sheet lead, 3 to 6 pounds.....	30	per pound.
2,000 pounds "B" lead pipe, $\frac{1}{2}$ inch to 2 inches.....	33	per pound.
13 boxes tin plate, large and heavy.....	45 00	per box.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 20, white lead.

23,000 pounds white lead, in oil, in 25-pound kegs.....	\$0 23	per pound.
To be delivered as required.		

WM. MILLER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 21, zinc paint.

3,000 pounds brown zinc paint, in oil, in 25-pound kegs---	\$0 10	per pound.
3,000 pounds white zinc paint, in oil, in 25-pound kegs---	12	per pound.
To be delivered as required.		

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 22, colored paints, dryers, &c.

300 pounds pulverized black lead.....	\$0 13	per pound.
100 pounds lampblack.....	15	per pound.
2,500 pounds best chrome green, in 4-pound cans.....	20	per pound.
1,000 pounds bright, clear gum shellac.....	1 45	per pound.
2,500 pounds litharge, in 5-pound cans.....	23 $\frac{1}{2}$	per pound.
4,000 pounds black paint, best, ground in oil, in 25-pound kegs.....	12	per pound.
500 gallons patent dryers, in 5-gallon cans.....	2 25	per gallon.
18,000 pounds red lead, dry, in 50 and 100-pound kegs....	22	per pound.
100 pounds vermilion, in 1-ounce papers, in $\frac{3}{4}$ -pound packages.....	2 75	per pound.
4,000 pounds whiting, dry.....	3 $\frac{1}{2}$	per pound.
200 gallons copal varnish, in 3-gallon cans.....	5 25	per gallon.
500 gallons black Japan varnish, in 3-gallon cans.....	4 75	per gallon.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 24, firewood.

250 cords pine wood.....	\$12 00	per cord
To be delivered as required.		

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 26, white pine.

75,000 feet best white pine lumber, from 1 to 6 inches thick, board measure	\$67 50	per M feet.
To be delivered as required.		

WM. PORTER & SONS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 29, lanterns.

1, 100 globe lanterns, large or small, as may be required, per sample.....	\$4 00	each.
160 engine-room lamps, solar, with reflectors, per sample.....	9 00	each.
350 bulkhead lanterns, square, with reflectors, 2, 3, or 4 wicks.....	8 00	each.
300 horn or mica lanterns, per sample.....	2 00	each.
100 bull's-eye lanterns, per sample.....	85	each.
50 dozen reflectors, for lamps, such as may be required.....	6 00	per dozen.
1, 700 lamp chimneys, such as may be required.....	6	each.
To be delivered as required.		

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 30, lignumvitæ.

10 tons lignumvitæ, 10 to 16 inches diameter.....	\$200 00	per ton.
To be delivered as required.		

FELIX CAMPBELL. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 33, patented articles.

1, 000 Clark's patent ferules.....	\$2 50	each.
50 sets Haight's springs.....	150 00	per set.
To be delivered as required.		

DARIUS ALLEN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 34, cotton and hemp packing, &c.

25, 000 pounds cotton waste wiping stuff, per sample.....	\$0 32	per pound.
11, 000 pounds Italian hemp packing, per sample.....	40	per pound.
2, 000 pounds cotton packing, per sample.....	60	per pound.
250 pounds sewing twine.....	75	per pound.
300 flax fishing lines, for indicators, per sample.....	80	each.
To be delivered as required.		

BINGHAM & ANTHONY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 35, engineers' stores.

75 augers, from $\frac{1}{2}$ to 2 inches.....	\$1 00	each.
100 pairs brass butt hinges, cast from 1 to 4 inches.....	60	per pair.
12 dozen chest locks, 1 to 4.....	6 00	per dozen.
150 shoe knives.....	20	each.
150 putty knives.....	18	each.
300 coal barrows.....	4 50	each.
100 iron ladles.....	1 50	each.
150 pairs lamp scissors, per sample.....	70	each.
100 dozen brass lamp hocks, per sample.....	1 75	per dozen.
50 oil pumps, per sample.....	5 00	each.
380 brass padlocks.....	1 00	each.
800 pounds sheet brass, assorted.....	85	per pound.
1, 000 pounds soft solder.....	68	per pound.
20 reams sandpaper, assorted.....	4 25	per ream.
100 papers sail needles.....	4 00	each paper.
100 scale beams, to weigh 500 pounds.....	7 50	each.
5 scale beams, to weigh 2, 000 pounds.....	25 00	each.
125 spring balances, per sample.....	8 00	each.
800 ship scrapers, per sample.....	80	each.
317 dozen first quality steel scoop shovels, per sample...	25 00	per dozen.
50 dozen first quality steel flat shovels, per sample.....	19 00	per dozen.

22,000 copper tacks, assorted.....	\$1 20 per M.
300 papers iron tacks.....	10 per paper.
250 pounds steel wire, assorted.....	60 per pound.
600 pounds copper wire, assorted.....	95 per pound.
300 pounds brass wire, assorted.....	85 per pound.
300 pounds iron wire, assorted.....	18 per pound.
1,500 feet wire rope, from $\frac{1}{4}$ to $\frac{7}{8}$ diameter.....	50 per foot.
100 hand bellows, per sample.....	1 50 each.
80 solder pots, per sample.....	4 00 each.
50 wire gauges, per sample.....	2 50 each.
20 pounds best German silver.....	5 00 per pound.
2,500 feet small lap-welded chain, per sample.....	16 per foot.
4 Fairbanks's platform scales, from 200 to 1,000 pounds.....	50 00 each.
26 dozen gutta-percha squirt cans.....	7 00 per dozen.
50 bung borers, per sample.....	90 each.
10 dozen brass hand lamps, $\frac{1}{2}$ pint.....	7 00 per dozen.
20 swivel lamps, brass, $\frac{1}{2}$ pint.....	50 each.
To be delivered as required.	

PHILADELPHIA, PENNSYLVANIA.

WM. F. POTTS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 1, boiler iron, &c.

12,000 pounds boiler iron, assorted, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, length and breadth as required.....	\$0 13 $\frac{1}{2}$ per pound.
10,000 pounds boiler iron, assorted, from $\frac{1}{8}$ to $\frac{5}{16}$ inch thick, for bunkers.....	13 $\frac{1}{2}$ per pound.
4,000 pounds round iron, assorted, from $\frac{1}{2}$ to 3 inches.....	13 per pound.
4,000 pounds flat iron, hammered, from 1 to 6 inches wide, and from $\frac{1}{4}$ to 1 inch thick.....	14 per pound.
6,000 pounds sheet iron, from No. 6 to No. 14.....	13 per pound.
200 pounds iron rivets, from $\frac{1}{8}$ to $\frac{3}{8}$ inch thick, and from $\frac{1}{4}$ to 1 inch long.....	15 per pound.
1,500 pounds iron rivets, from $\frac{1}{2}$ to $\frac{3}{4}$ inch, and from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches long, as required.....	15 per pound.
1,000 pounds angle iron, assorted sizes.....	13 per pound.
1,000 pounds T iron, assorted sizes, as required.....	12 per pound.
To be delivered as required.	

GEO. ADAMS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 3, boiler felting.

1,500 square yards boiler felting.....	\$1 49 per yard.
To be delivered as required.	

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 4, gum packing, rubber hose, &c.

3,000 pounds gum packing.....	\$1 85 per pound.
3,000 pounds sheet rubber.....	2 15 per pound.
1,000 pounds Tuck's packing, assorted.....	2 25 per pound.
1,200 feet rubber hose, $2\frac{1}{2}$ inches.....	2 45 per foot.
1,000 feet rubber hose, from 1 to 2 inches.....	1 40 per foot.
To be delivered as required.	

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 5, sperm oil.

15,000 gallons sperm oil.....	\$2 77 per gallon.
To be delivered as required.	

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 6, linseed oil, turpentine, &c.

2,500 gallons linseed oil, raw.....	\$2 00 per gallon.
300 gallons spirits turpentine.....	3 75 per gallon.
50 gallons neat's-foot oil.....	1 80 per gallon.
To be delivered as required.	

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 7, lard oil.

5,000 gallons lard oil.....	\$1 95 per gallon.
To be delivered as required.	

SOUTHARD, HERBERT & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 9, tallow, soap, &c.

250 pounds washing soda.....	\$0 15 per pound.
14,000 pounds tallow.....	26 per pound.
100 boxes salt-water soap, (50 pounds each).....	18 per pound.
75 boxes fresh-water soap, (50 pounds each).....	19 per pound.
To be delivered as required.	

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 10, engineers' stores.

500 pounds anti-attribution metal.....	\$0 35 per pound.
100 pounds borax.....	75 per pound.
25 pounds beeswax.....	1 20 per pound.
500 Bath brick.....	13 each.
200 brushes, flue, for Martin boilers, as per sample.....	2 50 each.
200 brushes, whitewash.....	1 35 each.
600 brushes, scrubbing.....	35 each.
100 brushes, dusting, long handle.....	1 10 each.
50 brushes, dusting, short handle.....	1 00 each.
300 brushes, paint.....	85 each.
200 brooms, hickory.....	44 each.
500 brooms, corn.....	44 each.
2,000 bricks, fire.....	65 00 per M.
75 pounds chalk, white.....	06 per pound.
15 pounds chalk, red.....	15 per pound.
600 barrels charcoal.....	95 per barrel.
250 chimneys, lamp.....	16 each.
100 pounds emery, assorted.....	25 per pound.
50 reams emery cloth.....	60 00 per ream.
350 pounds lampwick.....	1 30 per pound.
20 gross lampwick, circular.....	4 00 per gross.
15 sides sole leather.....	12 50 per side.
12 sides lacing leather.....	4 00 per side.
500 feet leather belting, rivetted, and from 5 to 10 inches wide.....	1 38 per foot.
800 pounds mercury, in flasks.....	2 50 per pound.
1,200 pounds potash.....	24 per pound.
150 pounds rottenstone.....	13 per pound.
3 barrels rosin.....	55 00 per barrel.
150 pounds sal ammoniac.....	47 00 per pound.
350 pounds soapstone, pulverized.....	05 per pound.
400 pounds sulphur, flour.....	18 per pound.
50 sewing palms.....	50 each.
24 sand glasses, 60-seconds.....	75 each.
24 sand glasses, 30-seconds.....	75 each.
2,500 pounds washers, assorted.....	25 per pound.
To be delivered as required.	

CHARLES M. GHRISKEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 11, engineers' tools.

1,000 pounds anvils.....	\$0 31 per pound.
36 bet awls and punches.....	60 each.
24 axes, wood, cast-steel, with handles.....	2 25 each.
8 bellows, for forges, 30 inches.....	20 00 each.
36 boxwood rules, 4-fold, standard, 2 feet.....	1 50 each.
24 sets braces and bitts, (36 bitts each set).....	12 00 per set.
10 calipers, 24 to 36 inches.....	5 00 each.
12 calipers, 6 to 12 inches.....	1 25 each.
12 clocks, engine-room.....	10 00 each.
6 forges, with bellows complete.....	50 00 each.
36 firmer chisels, assorted.....	65 each.
36 firmer gouges.....	1 00 each.
48 dozen files, assorted, from 12 to 16 inches.....	21 00 per dozen.
12 grindstones, mounted.....	11 00 each.
24 hammers, claw.....	1 25 each.
24 hatchets.....	85 each.
6 hydraulic jacks, to lift from foot, 10 to 15 tons.....	130 00 each.
12 hand-bellows.....	2 00 each.
18 hack-saws, and frames complete, 12 inch.....	3 00 each.
36 hack-saw blades, to suit frames.....	1 00 each.
18 handsaws.....	2 50 each.
18 hand-vices, 5-inch.....	1 20 each.
30 plyers.....	75 each.
36 pincers.....	1 00 each.
24 screwdrivers.....	50 each.
36 shoeknives.....	15 each.
12 steel squares.....	1 35 each.
300 ship scrapers.....	60 each.
18 stones, oil.....	50 each.
18 steel dividers, 9-inch.....	1 00 each.
6 screw plates and taps, complete.....	4 00 each.
9 stocks, and dies and taps.....	15 00 each.
300 steel coal shovels.....	2 00 each.
12 tinman's shears.....	6 00 each.
1,000 pounds vices.....	25 per pound.
18 wrenches, pawl.....	15 00 each.
48 wrenches, screw.....	3 00 each.
18 wrenches, pipe, assorted.....	3 50 each.

To be delivered as required.

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, engineers' instruments.

6 indicators.....	\$130 00 each.
6 metallic measuring lines, 100 feet.....	16 00 each.
12 steam gauges, from 6 to 8 inches, as may be required ..	37 50 each.
4 steam whistles.....	36 00 each.
12 scale beams, to weigh from 5 to 800 pounds.....	10 00 each.
24 spring balances, (with basins attached,) to weigh 24 pounds	1 00 each.
75 thermometers, for engine-rooms.....	2 75 each.
225 thermometers, for salinometers.....	1 30 each.
225 saline hydrometers.....	1 00 each.
12 vacuum gauges, from 6 to 8 inches, as may be required.	40 00 each.

To be delivered as required.

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 14, wrought-iron pipe, valves, &c.

300 feet $\frac{3}{8}$ -inch wrought-iron pipe.....	\$0 27 per foot.
800 feet $\frac{1}{2}$ -inch wrought-iron pipe.....	40 per foot.
800 feet 1-inch wrought-iron pipe.....	54 per foot.

250 elbows, from $\frac{3}{8}$ to 1 inch.....	\$0 40	each.
100 tees, from $\frac{3}{8}$ to 1 inch.....	57	each.
100 unions, from $\frac{3}{8}$ to 1 inch.....	1 50	each.
100 nipples, from $\frac{3}{8}$ to 1 inch.....	29	each.
100 cast-iron flanges, assorted.....	72	each.
24 finished steam stop-cocks, double coupling, from $\frac{1}{4}$ to 1 inch.....	10 20	each.
24 finished steam stop-cocks, double coupling, from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches.....	28 00	each.
6 globe valves, $\frac{3}{8}$ inch, with or without flanges.....	2 95	each.
15 globe valves, $\frac{1}{2}$ inch, with or without flanges.....	3 75	each.
15 globe valves, 1 inch, with or without flanges.....	7 05	each.
15 globe valves, $1\frac{1}{4}$ inches, with or without flanges.....	9 90	each.
15 globe valves, 2 inches, with or without flanges.....	20 70	each.
15 globe valves, $2\frac{1}{2}$ inches, with or without flanges.....	37 50	each.
15 globe valves, 3 inches, with or without flanges.....	55 50	each.

To be delivered as required.

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 15, tubes.

3,000 feet iron boiler tubes, from $1\frac{3}{4}$ to 4 inches, as may be required.....	\$1 80	per foot.
5,000 pounds drawn brass tubes, for condensers, $\frac{3}{8}$ to $1\frac{1}{4}$ inches in diameter, of such lengths as may be required, and to be galvanized, if necessary.....	1 35	per pound.

To be delivered as required.

CHARLES M. GHRISKEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, steel.

1,200 pounds octagon cast-steel, from $\frac{1}{2}$ to 1 inch.....	\$0 49	per pound.
250 pounds round cast-steel, from $\frac{1}{2}$ to $1\frac{1}{4}$ inch.....	49	per pound.
1,600 pounds square cast-steel, from $\frac{1}{2}$ to 2 inches.....	49	per pound.
500 pounds flat cast-steel, from $\frac{1}{4}$ to 4 inches wide, and from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick.....	49	per pound.
200 pounds flat shear steel, from $\frac{1}{4}$ to 4 inches wide, and from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick.....	49	per pound.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 17, iron nails, bolts, and nuts.

1,000 pounds nails, assorted.....	\$0 15	per pound.
3,000 pounds bolts and nuts, assorted.....	25	per pound.

To be delivered as required.

H. & W. D. WINSOR. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 18, copper.

30 sheets copper, 20 pounds each, 30 by 60 inches.....	\$0 64 $\frac{3}{4}$	per pound.
40 sheets copper, 25 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
100 sheets copper, 35 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
100 sheets copper, 40 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
400 sheets copper, 45 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
400 sheets copper, 50 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
300 sheets copper, 60 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
200 sheets copper, 80 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
100 sheets copper, 100 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
50 sheets copper, 120 pounds each, 30 by 60 inches.....	64 $\frac{3}{4}$	per pound.
50 sheets copper, 145 pounds each, 36 by 72 inches.....	64 $\frac{3}{4}$	per pound.

To be delivered as required.

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 19, tin, &c.

100 pounds sheet zinc, No. 10	\$0 30	per pound.
1,500 pounds Banca tin	1 20	per pound.
25 boxes tin, XX, 14 by 20	43 50	per box.

To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 20, white lead.

10,000 pounds white lead, in oil, equal to Lewis's pure, (50 and 100-pound kegs)	\$0 19 $\frac{7}{8}$	per pound.
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To be delivered as required.

WM. E. SPALDING. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 21, zinc paint.

5,000 pounds zinc paint, equal to Lewis's pure, (50 and 100-pound kegs)	\$0 12	per pound.
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To be delivered as required.

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 22, colored paints and dryers.

3,000 pounds red lead	\$0 22	per pound.
1,200 pounds black paint, in oil	09 $\frac{1}{2}$	per pound.
300 pounds lamp black, dry, (1-pound papers)	12	per pound.
200 pounds litharge	22	per pound.
3,000 pounds chrome green, in oil, equal to Lewis's pure, (25-pound kegs)	20	per pound.
300 pounds chrome yellow, in oil, equal to Lewis's pure, (6-pound cans)	30	per pound.
4,000 pounds poco metallic paint, brown, equal to Lewis's pure, (50 and 100-pound kegs)	03	per pound.
100 gallons Japan dryer, equal to Wright's	2 75	per gallon.
300 gallons inside varnish	4 50	per gallon.

To be delivered as required.

FERDINAND FOSTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 23, stationery.

62 books, account, per pattern	\$1 50	each.
150 books, memorandum, per pattern	40	each.
50 books, requisition, per pattern	1 50	each.
50 pieces India ink, best	50	each.
24 bottles ink, carmine, small	25	each.
75 bottles ink, black, pints	35	each.
50 inkstands, per pattern	40	each.
50 pieces India rubber	08	each.
50 bottles mucilage, with brushes	20	each.
12 erasers, ivory handles	75	each.
6 reams paper, envelope, best quality	9 00	per ream.
4 reams paper, cartridge	6 00	per ream.
25 reams paper, letter, per sample	4 50	per ream.
40 reams paper, cap, per sample	6 00	per ream.
150 sheets paper, drawing, double elephant	65	per sheet.
75 sheets paper, drawing, elephant	30	per sheet.
100 sheets paper, tracing	25	per sheet.
150 yards tracing cloth	1 75	per yard.
150 pins, drawing	07	each.

20 dozen pencils, drawing, Nos. 3 and 4	\$1 40	per dozen.
20 dozen pencils, lead, Faber's best.....	1 40	per dozen.
50 gross pens, steel.....	75	per gross.
12 dozen penholders	15	per dozen.
2,000 envelopes, official, white, best quality.....	12 00	per M.
1,500 envelopes, letter, white, best quality.....	5 00	per M.
1,500 slate pencils, best Rutland.....	3 50	per M.
75 slates, log, double.....	2 25	each.
24 pieces ink saucers.....	16	each.
50 pieces red tape.....	06	per piece.
4 pounds wax, sealing	1 88	per pound.
12 penknives, 4 blades.....	2 50	each.
To be delivered as required.		

JOHN K. SHOEMAKER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 24, firewood.

100 cords pine wood	\$11 95	per cord.
To be delivered as required.		

DARIUS ALLEN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 34, cotton and hemp packing, &c.

8,000 pounds cotton waste	\$0 50	per pound.
75 pounds sewing twine	75	per pound.
4,000 pounds hemp packing, per sample.....	25	per pound.
1,000 pounds cotton packing, per sample	65	per pound.
To be delivered as required.		

CHARLES M. GHRISKEY. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 35, engineers' stores, &c.

150 pounds brass, sheet, 18 to 27.....	\$0 75	per pound.
250 pounds brass wire.....	77	per pound.
100 pounds iron wire.....	15	per pound.
150 pounds copper wire.....	87	per pound.
25 papers copper tacks, one pound in each paper.....	1 00	per paper.
4 gross feeden screws	1 25	per gross.
400 globes, lantern.....	1 00	each.
48 handles, hammer.....	12	each.
84 handles, sledge	20	each.
100 papers iron tacks.....	10	per paper.
6 gross lamp screws, $1\frac{1}{2}$ inch, with spiral plates	3 50	per gross.
6 gross lamp screws, $\frac{7}{8}$ inch, with two tubes.....	3 50	per gross.
175 lamps, globes, with fenders	5 00	each.
12 lamps, solar or astral	11 00	each.
1,600 pounds lead, sheet.....	25	per pound.
800 pounds lead, pig.....	21	per pound.
300 pounds spelter solder	50	per pound.
6 gross squirt-can screws, $\frac{1}{2}$ inch, with separate plate.....	4 00	per gross.
125 sail needles	6 00	per 100.
36 scissors	75	each.
To be delivered as required.		

WASHINGTON, D. C.

C. E. PENNOCK & Co. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 1, boiler iron, &c.

2,000 pounds angle iron, 3 by 3 inches.....	\$0 13	per pound.
18,000 pounds bar iron, $\frac{5}{8}$ to $1\frac{1}{2}$ inch diameter.....	11	per pound.
8,000 pounds bar iron, 2 to $3\frac{1}{4}$ inches wide, and from $\frac{1}{4}$ to $\frac{3}{4}$ inch thick	10 $\frac{1}{2}$	per pound.

5,000 pounds bar iron, $\frac{5}{8}$ inch square	\$0 11 $\frac{1}{2}$ per pound.
150,000 pounds boiler-plate iron, $\frac{1}{16}$ to $\frac{1}{2}$ inch thick, 24 to 76 inches wide, 4 to 14 feet long	11 $\frac{1}{2}$ per pound.
1,500 pounds round iron, $\frac{3}{8}$ inch	12 $\frac{1}{2}$ per pound.
500 pounds round iron, $\frac{5}{16}$ inch	13 per pound.
1,000 pounds round iron, $\frac{1}{4}$ inch	14 per pound.
5,000 pounds rivets, $\frac{1}{2}$ to $\frac{1}{16}$ inch diameter, and from 1 $\frac{1}{2}$ to 2 inches long	14 per pound.
250 pounds rivets, $\frac{3}{8}$ by $\frac{1}{2}$ inch long	18 per pound.
250 pounds rivets, $\frac{3}{8}$ by $\frac{5}{8}$ inch long	18 per pound.
250 pounds rivets, $\frac{3}{8}$ by $\frac{3}{4}$ inch long	18 per pound.
250 pounds rivets, $\frac{3}{8}$ by $\frac{7}{8}$ inch long	18 per pound.
500 pounds sheet iron, from No. 14 to No. 22, wire gauge	15 per pound.
10,000 pounds T iron, 3 $\frac{1}{2}$ by 3 $\frac{1}{2}$, 16 feet long	13 per pound.
To be delivered as required.	

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 2, pig iron.

300 tons anthracite pig iron, No. 1, (American)	\$96 00 per ton.
100 tons charcoal pig iron, No. 1, (American)	123 50 per ton.
100 tons charcoal pig iron, No. 2, (American)	113 50 per ton.
50 tons sterling pig iron	98 50 per ton.
To be delivered as required.	

GEORGE ADAMS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 3, boiler felting, &c.

3,000 square yards boiler felting, 1 $\frac{1}{2}$ inch thick, made on strong felt or canvas backing	\$1 50 per square yard.
25 pounds beeswax	96 per pound.
130 bolts canvas, bag stuff	2 10 per yard.
100 pounds hemp sewing twine	95 per pound.
To be delivered as required.	

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 4, gum packing, rubber hose, &c.

500 feet 1-inch gum hose, leading, 3-ply	\$0 90 per foot.
500 feet 1 $\frac{1}{4}$ -inch gum hose, leading, 3-ply	1 00 per foot.
500 feet 1 $\frac{1}{2}$ -inch gum hose, leading, 3-ply	1 25 per foot.
500 feet 1 $\frac{3}{4}$ -inch gum hose, leading, 4-ply	1 50 per foot.
500 feet 2-inch gum hose, leading, 4-ply	1 75 per foot.
500 feet 2 $\frac{1}{4}$ -inch gum hose, leading, 4-ply	2 00 per foot.
24 hose pipes, (brass,) to fit each size leading hose	5 00 each.
24 hose couplings, (brass,) to fit each size leading hose	5 00 per pair.
500 pounds pure gum, $\frac{1}{2}$ to 1 inch thick, as ordered	2 25 per pound.
2,000 pounds vulcanized gum, with cloth inserted, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, as ordered	2 00 per pound.
To be delivered as required.	

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 5, sperm oil.

4,000 gallons sperm oil, winter-strained	\$2 79 per gallon.
To be delivered as required.	

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 6, linseed oil and turpentine.

500 gallons linseed oil, boiled, in 10-gallon cans	\$2 15 per gallon.
200 gallons spirits turpentine, pure, in 5-gallon cans	4 25 per gallon.
To be delivered as required.	

JAMES M. SHAW. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 7, lard oil.

3,000 gallons lard oil, for lubricating, equal to E. G. Alden's
extra lard oil \$2 19 per gallon.
To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 9, tallow and soap.

100 pounds castile soap \$0 40 per pound.
5,000 pounds tallow, pure 20 per pound.
To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 10, engineers' stores.

2,000 bags coal	\$2 50	each.
500 baskets coal	1 25	each.
1,200 bath brick	10 00	per 100.
25 dozen brushes, flue, whalebone, 2 to 9 inches diameter...	50 00	per dozen.
6 dozen brushes, hand dusting	6 00	per dozen.
2 dozen brushes, lamp, chimney	3 00	per dozen.
8 dozen brushes, paint, 000000	20 00	per dozen.
2 dozen brushes, sash tool, No. 6	3 00	per dozen.
2 dozen brushes, sash tool, No. 8	4 00	per dozen.
1 dozen chairs, arm	48 00	per dozen.
25 pounds chalk, red	15	per pound.
100 pounds chalk, white	05	per pound.
300 yards cotton canvas, No. 1	2 50	per yard.
200 pounds emery, assorted	15	per pound.
100 reams emery cloth, 10 × 12, assorted, fine and coarse ...	60 00	per ream.
50 pounds emery flour	20	per pound.
25 pounds gum shellac	2 00	per pound.
50 pounds ground glass, fine	25	per pound.
50 pounds glue	48	per pound.
3 dozen lamp chimneys, extra, for coal oil bracket lamps...	2 00	per dozen.
3 dozen lamp globes, extra, for coal oil bracket lamps.....	8 00	per dozen.
6 gross lamp wicks, for coal oil bracket lamps	4 50	per gross.
6 gross lamp wicks, for solar bracket lamps	2 50	per gross.
12 gross lamp wicks, as per sample	2 50	per gross.
100 pounds lamp-wick yarn	2 00	per pound.
30 gross lamp-wick yarn, wove, round and flat	2 00	per gross.
1,000 pounds leather, best quality, for belts, sides weighing from 18 to 22 pounds each	75	per pound.
1,000 pounds leather, best quality, for hose, sides weighing from 16 to 20 pounds each	75	per pound.
25 sides leather, for lacing	3 00	per side.
10 sides leather, best quality, for pumps, sides weighing not less than 28 pounds	15 00	per side.
1 dozen leather skins (buff)	50 00	per dozen.
4 dozen log slates, large, single	6 00	per dozen.
4 dozen log slates, large, double	12 00	per dozen.
3 dozen mats, rubber, as per sample, for engine-room	30 00	per dozen.
3 dozen mats, cocoa	18 00	per dozen.
100 pounds mercury, in 10-pound jugs	3 00	per pound.
100 yards matting, cocoa	1 00	per yard.
1 barrel molasses, (common)	1 00	per gallon.
1 carboy muriatic acid, about 112 pounds	12½	per pound.
1 carboy oil of vitriol, about 150 pounds	12½	per pound.
1,000 pounds oakum, long-thread	20	per pound.
75 yards oil-cloth, (see sample)	2 00	per yard.
800 pounds potash, for cleaning machinery	20	per pound.
1 barrel rosin, No. 1	40 00	per barrel.
50 sheets horn, for lanterns, clear white, 4½ × 8 inches.....	50	per sheet.
100 pounds sal ammoniac	70	per pound.
20 gallons spirits of wine	4 00	per gallon.
12 gross Tripoli powder	12 00	per gross.
To be delivered as required.		

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 11, engineers' tools.

8 sets auger bits, from $\frac{1}{8}$ to 1 inch.....	\$3 00	per set.
12 anvils, assorted sizes	25 00	each.
1 dozen adzes	48 00	per dozen.
1 dozen awls, for belt-sewing.	1 00	per dozen.
1 dozen awls, sprig	1 00	per dozen.
50 axes, for cutting wood	2 50	each.
2 bevels, one 6 inches long, and one 12 inches long.....	1 00	each.
12 bellows, smith's, 32 inches wide and 44 inches long ex- clusive of pipe, which is to be 10 inches long	40 00	each.
6 sets braces and bits.....	10 00	per set.
5 dozen calipers, steel, with slide and thumb screw, assorted sizes.....	18 00	per dozen.
1 dozen chisels, firmer.....	6 00	per dozen.
8 chisels, mortise, assorted.....	1 00	each.
1 dozen compass saws	9 00	per dozen.
5 dozen dividers, steel, with slide and thumb screw, assorted sizes	15 00	per dozen.
15 fiddle drills, bows and all complete	3 00	each.
12 dozen files, 6-inch, flat bastard	6 00	per dozen.
12 dozen files, 8-inch, flat bastard	7 00	per dozen.
12 dozen files, 10-inch, flat bastard	9 00	per dozen.
12 dozen files, 12-inch, flat bastard	13 50	per dozen.
12 dozen files, 14-inch, flat bastard.....	18 00	per dozen.
10 dozen files, 6-inch, half-round bastard	6 00	per dozen.
12 dozen files, 8-inch, half-round bastard	7 50	per dozen.
12 dozen files, 10-inch, half-round bastard	10 00	per dozen.
12 dozen files, 12-inch, half-round bastard	15 00	per dozen.
12 dozen files, 14-inch, half-round bastard	20 00	per dozen.
6 dozen files, 4-inch, round bastard	3 00	per dozen.
6 dozen files, 6-inch, round bastard	6 00	per dozen.
6 dozen files, 8-inch, round bastard	8 00	per dozen.
6 dozen files, 10-inch, round bastard	10 00	per dozen.
6 dozen files, 12-inch, round bastard	15 00	per dozen.
6 dozen files, 14-inch, round bastard	21 00	per dozen.
4 dozen files, 16-inch, round bastard	30 00	per dozen.
6 dozen files, 8-inch, square bastard	7 50	per dozen.
6 dozen files, 10-inch, square bastard	10 00	per dozen.
6 dozen files, 12-inch, square bastard	13 00	per dozen.
6 dozen files, 14-inch, square bastard	18 50	per dozen.
25 dozen files, handsaw, from 3 to 4 inches long.....	3 00	per dozen.
6 dozen files, 8-inch, fine or smooth, half round and flat, Stubbs's	18 50	per dozen.
6 dozen files, 10-inch, fine or smooth half round and flat, Stubbs's	25 00	per dozen.
6 dozen files, 12-inch, fine or smooth, half round and flat, Stubbs's	38 00	per dozen.
6 dozen files, 14-inch, fine or smooth, half round and flat, Stubbs's	45 00	per dozen.
1 dozen half-round wood rasps, 14 inch.....	14 00	per dozen.
1 dozen gouges, $\frac{1}{8}$ to $1\frac{1}{2}$ inch, assorted.....	24 00	per dozen.
4 gauges, thumb.....	25	each.
4 gauges, pannel.....	1 00	each.
4 dozen gimlets, assorted sizes.....	75	per dozen.
36 hack saws, framed with iron.....	2 50	each.
72 hack-saw blades	75	each.
24 handsaws	3 00	each.
36 hammers, steel, boiler making, rivetting.....	1 50	each.
36 hammers, steel, chipping and ball, rivetting	2 00	each.
36 hammers, tack.....	25	each.
12 hammers, claw	75	each.
50 hatchets, medium size	1 00	each.
1 set hollow and rounds, plane bits, assorted.....	15 00	per set.
2 hydraulic jacks, 10 tons.....	150 00	each.
2 hydraulic jacks, 10 tons, suspending	150 00	each.
1 dozen keyhole saws	3 00	per dozen.
1 dozen mallets.....	6 00	per dozen.

6 masons' trowels	\$2 00	each.
6 dozen mauls, pin, steel-faced, for breaking coal.....	18 00	per dozen.
2 dozen nippers, cutting	12 00	per dozen.
1 dozen punchers, for belts, assorted numbers	12 00	per dozen.
2 dozen punchers, for $\frac{3}{8}$ hole in $\frac{1}{2}$ -inch boiler iron	12 00	per dozen.
3 punchers, for nails	12	each.
4 planes, fore, double iron	2 50	each.
4 planes, fore, single iron	2 00	each.
4 planes, jack, ...	1 50	each.
4 planes, smoothing	1 25	each.
1 pair planes, tongue and groove, $\frac{7}{8}$ inch	2 50	per pair.
1 pair planes, tongue and groove, $\frac{1}{2}$ inch.....	2 50	per pair.
1 pair planes, tongue and groove, 1 inch.....	3 00	per pair.
5 planes, rabbet, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, and 2 inches.....	1 00	each.
2 dozen plyers, assorted sizes	6 00	per dozen.
2 dozen plyers, assorted sizes, round noses.....	6 00	per dozen.
30 ratchets, for drilling, assorted sizes	12 00	each.
6 dozen rules, boxwood, brass bound, 4-fold, 1 foot	12 00	per dozen.
6 dozen rules, boxwood, brass bound, 4-fold, 2 foot	24 00	per dozen.
1 dozen rules, steel, 24 inches long	18 00	per dozen.
1 dozen rules, steel, 12 inches long	12 00	per dozen.
1 dozen squares, for cog-wheels.....	12 00	per dozen.
2 dozen pair scissors, lamp.....	9 00	per dozen.
3 dozen screwdrivers, assorted.....	6 00	per dozen.
1 dozen screw-plates and taps, $\frac{1}{8}$ to $\frac{3}{8}$ inch.....	60 00	per dozen.
30 pairs shears, steel, tinners', assorted sizes.....	6 00	per pair.
20 dozen shovels, steel scoop.....	24 00	per dozen.
1 dozen snips, tinners', assorted sizes.....	24 00	per dozen.
1 dozen spokeshaves	12 00	per dozen.
15 sets stocks, taps, and dies, complete, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{3}{4}$, $\frac{7}{8}$, and 1 inch, each size to have 3 taps.....	10 00	per set.
1 dozen sash saws	18 00	per dozen.
1 dozen tenon saws	18 00	per dozen.
15 tape lines, metallic, 50 feet in length.....	4 00	each.
1 dozen tape lines, metallic, spring, pocket, 8 to 10 feet long ..	24 00	per dozen.
1 dozen try squares, 6 to 8 inch blade, for machinists.....	36 00	per dozen.
36 vices, bench, steel-faced, parallel, assorted sizes.....	10 00	each.
24 vices, hand, steel-faced, assorted sizes.....	1 25	each.
24 wire gauges.....	2 00	each.
12 wood horses and saws.....	2 00	each.
12 dozen wrenches, pipe, adjustable, assorted sizes.....	30 00	per dozen.
12 dozen wrenches, ratchet, large, (see sample).....	120 00	per dozen.
20 dozen wrenches, screw, 9 inch.....	15 00	per dozen.
20 dozen wrenches, screw, 12 inch.....	18 00	per dozen.
20 dozen wrenches, screw, 15 inch.....	30 00	per dozen.
10 dozen wrenches, screw, 18 inch.....	40 00	per dozen.
10 dozen wrenches, screw, 24 inch.....	48 00	per dozen.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 12, engineers' instruments.

36 marine clocks, 6 and 8 inches face	\$10 00	each.
6 sets drawing instruments, mathematical, in small boxes, with scales, (see sample).....	15 00	per set.
30 gongs, for engine-room, (see sample).....	6 00	each.
30 gauges, steam, as per sample.....	30 00	each.
30 gauges, vacuum, as per sample.....	30 00	each.
3 dozen gingle bells, for engine-room.....	12 00	per dozen.
10 gauges, mercurial, assorted sizes.....	50 00	each.
24 dozen hydrometers, (-ee sample).....	24 00	per dozen.
4 indicators, steam-engine, in boxes, (see sample).....	150 00	each.
6 platform scales, 500 pounds.....	30 00	each.
6 registers, steam-engine, with eight-day clocks combined, with the words United States navy yard, Washington, engraved on the face.....	450 00	each.

12 salinometer pots, with thermometers and hydrometers attached, all complete.....	\$100 00	each.
12 spring balances, 300 pounds.....	20 00	each.
2 dozen thermometers, for condenser, (see sample).....	18 00	per dozen.
24 dozen thermometers, in brass cases, (see sample).....	24 00	per dozen.
24 dozen thermometers, for salinometer vats.....	7 50	per dozen.

To be delivered as required.

J. W. THOMPSON & CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 14, wrought-iron pipe, valves, &c.

1,000 pounds fittings, malleable iron, assorted, to fit pipes $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{2}$, $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, and 4 inches diameter.....	\$0 45	per pound.
50 globe valves, $\frac{1}{4}$ inch, for steam pipes.....	2 25	each.
100 globe valves, $\frac{1}{2}$ inch, for steam pipes.....	3 00	each.
100 globe valves, $\frac{3}{4}$ inch, for steam pipes.....	4 50	each.
100 globe valves, 1 inch, for steam pipes.....	5 37	each.
50 globe valves, $1\frac{1}{4}$ inch, for steam pipes.....	6 25	each.
50 globe valves, $1\frac{1}{2}$ inch, for steam pipes.....	7 50	each.
25 globe valves, 2 inch, for steam pipes.....	10 75	each.
25 globe valves, $2\frac{1}{2}$ inch, for steam pipes.....	18 00	each.
12 globe valves, 3 inch, for steam pipes.....	27 00	each.
12 globe valves, $3\frac{1}{2}$ inch, for steam pipes.....	33 00	each.
12 globe valves, 4 inch, for steam pipes.....	40 00	each.
300 feet steam pipe, (wrought-iron,) $\frac{1}{4}$ inch diameter.....	18	per foot.
300 feet steam pipe, (wrought-iron,) $\frac{1}{2}$ inch diameter.....	25	per foot.
300 feet steam pipe, (wrought-iron,) $\frac{3}{4}$ inch diameter.....	33	per foot.
300 feet steam pipe, (wrought-iron,) 1 inch diameter.....	43	per foot.
300 feet steam pipe, (wrought-iron,) $1\frac{1}{4}$ inch diameter.....	60	per foot.
200 feet steam pipe, (wrought-iron,) $1\frac{1}{2}$ inch diameter.....	75	per foot.
200 feet steam pipe, (wrought-iron,) 2 inches diameter.....	1 20	per foot.
200 feet steam pipe, (wrought-iron,) $2\frac{1}{2}$ inches diameter.....	2 00	per foot.
100 feet steam pipe, (wrought-iron,) 3 inches diameter.....	3 00	per foot.
100 feet steam pipe, (wrought-iron,) $3\frac{1}{2}$ inches diameter.....	4 00	per foot.
100 feet steam pipe, (wrought-iron,) 4 inches diameter.....	5 00	per foot.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 15, tubes, &c.

60 boiler tubes, (lapwelded,) $2\frac{1}{2}$ inches diameter, Nos. 8, 9, and 10, wire gauge, as ordered.....	\$2 00	per foot.
60 boiler tubes, (lapwelded,) 3 inches diameter, Nos. 8, 9, and 10, wire gauge, as ordered.....	2 50	per foot.
60 boiler tubes, (lapwelded,) $3\frac{1}{2}$ inches diameter, Nos. 8, 9, and 10, wire gauge, as ordered.....	2 75	per foot.
60 boiler tubes, (lapwelded,) 4 inches diameter, Nos. 8, 9, and 10, wire gauge, as ordered.....	3 50	per foot.
30 boiler tubes, (lapwelded,) 6 inches diameter, Nos. 8, 9, and 10, wire gauge, as ordered.....	7 50	per foot.

To be delivered as required.

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 16, steel.

250 pounds cast steel, 3 inches, round.....	\$0 50	per pound.
200 pounds cast steel, $2\frac{1}{2}$ inches, round.....	50	per pound.
200 pounds cast steel, $2\frac{1}{4}$ inches, round.....	50	per pound.
150 pounds cast steel, 2 inches, round.....	50	per pound.
100 pounds cast steel, $1\frac{3}{4}$ inch, round.....	50	per pound.
2,500 pounds cast steel, $\frac{7}{8}$ inch, octagon.....	50	per pound.
500 pounds cast steel, $\frac{3}{4}$ inch, octagon.....	50	per pound.
700 pounds cast steel, $1\frac{1}{4}$ inch, square.....	50	per pound.

500 pounds cast steel, $1\frac{1}{2}$ inch, square.....	\$0 50	per pound.
300 pounds spring steel, 4 by $\frac{1}{4}$ inch.....	50	per pound.
300 pounds spring steel, $3\frac{1}{2}$ by $\frac{3}{8}$ inch.....	50	per pound.
To be delivered as required.		

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 17, iron nails, bolts, nuts, &c.

500 pounds bolts, $\frac{1}{2}$ -inch iron, 2, $2\frac{1}{2}$, and 3 inches long...	\$0 25	per pound.
2,000 pounds bolts, $\frac{5}{8}$ -inch iron, 2, $2\frac{1}{2}$, and 3 inches long...	25	per pound.
2,000 pounds bolts, $\frac{3}{4}$ -inch iron, 2, $2\frac{1}{2}$, 3, and $3\frac{1}{2}$ inches long...	25	per pound.
2,000 pounds bolts, $\frac{7}{8}$ -inch iron, 2, $2\frac{1}{2}$, 3, and 4 inches long...	25	per pound.
2,000 pounds bolts, 1-inch iron, 2, $2\frac{1}{2}$, 3, and 4 inches long...	25	per pound.
1,000 pounds bolts, $1\frac{1}{8}$ -inch iron, 3, $3\frac{1}{2}$, 4, and $4\frac{1}{2}$ inches long...	25	per pound.
1,000 pounds bolts, $1\frac{1}{4}$ -inch iron, 3, $3\frac{1}{2}$, 4, and $4\frac{1}{2}$ inches long...	25	per pound.
The bolts to have six (6) sided heads, without threads, and equal to Knapp, Wood & Co.'s. of Pittsburg, make.		
500 pounds $\frac{3}{8}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
500 pounds $\frac{1}{2}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $\frac{5}{8}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $\frac{3}{4}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $\frac{7}{8}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds 1-inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $1\frac{1}{8}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $1\frac{1}{4}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
1,000 pounds $1\frac{1}{2}$ -inch nuts, (hot-punched,) 6-sided.....	25	per pound.
200 pounds nails, (cut,) 20-penny.....	12	per pound.
200 pounds nails, (cut,) 12-penny.....	12	per pound.
200 pounds nails, (cut,) 10-penny.....	12	per pound.
200 pounds nails, (cut,) 8-penny.....	12	per pound.
400 pounds nails, (cut,) 6-penny, finishing.....	12	per pound.
300 pounds washers, $\frac{3}{8}$ -inch, wrought-iron.....	25	per pound.
500 pounds washers, $\frac{1}{2}$ -inch, wrought-iron.....	25	per pound.
500 pounds washers, $\frac{5}{8}$ inch, wrought-iron.....	25	per pound.
250 pounds washers, $\frac{3}{4}$ inch, wrought-iron, $\frac{1}{8}$ inch thick..	25	per pound.
250 pounds washers, $\frac{3}{4}$ -inch, wrought iron, $\frac{1}{4}$ -inch thick..	25	per pound.
250 pounds washers, $\frac{7}{8}$ -inch, wrought iron, $\frac{1}{8}$ -inch thick ..	25	per pound.
250 pounds washers, $\frac{7}{8}$ -inch, wrought-iron, $\frac{1}{4}$ -inch thick..	25	per pound.
250 pounds washers, 1 inch, wrought-iron, $\frac{1}{8}$ -inch thick..	25	per pound.
250 pounds washers, 1 inch, wrought-iron, $\frac{1}{4}$ -inch thick..	25	per pound.
250 pounds washers, $1\frac{1}{4}$ -inch, wrought-iron, $\frac{1}{8}$ -inch thick..	25	per pound.
250 pounds washers, $1\frac{1}{4}$ -inch, wrought-iron, $\frac{1}{4}$ -inch thick..	25	per pound.
250 pounds washers, $1\frac{1}{2}$ -inch, wrought-inch, $\frac{1}{8}$ -inch thick..	25	per pound.
250 pounds washers, $1\frac{1}{2}$ -inch, wrought-iron, $\frac{1}{4}$ -inch thick..	25	per pound.
To be delivered as required.		

BALTIMORE AND CUBA SMELTING AND MINING CO. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 18, copper.

25,000 pounds ingot copper, best quality.....	\$0 55	per pound.
To be delivered as required.		

E. WHEELER & SON. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 19, tin, lead, and zinc.

10,000 pounds, lead, (best Missouri).....	\$0 25	per pound.
1,000 pounds pipe, (brass,) for railing, iron, from $1\frac{1}{2}$ to $1\frac{3}{4}$ -inch diameter, as ordered.....	1 00	per pound.
2,000 pounds tin, Straight's.....	80	per pound.
1 box XXD tin, $12\frac{1}{2}$ by 17 inches, best charcoal brand..	40 00	per box.
2 boxes IC tin, 14 by 20 inches, best charcoal brand ..	30 00	per box.
2 boxes IX tin, 14 by 20 inches, best charcoal brand..	35 00	per box.
500 pounds sheet zinc.....	30	per pound.
1,000 pounds slab zinc.....	20	per pound.
To be delivered as required.		

W. E. SPALDING. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 20, white lead.

250 pounds black lead, (dry)	\$0 14½ per pound.
2,000 pounds white lead, (pure,) in oil, in 25-pound kegs, equal to Lewis's make.....	25 per pound.
To be delivered as required.	

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 21, zinc paint, &c.

2,000 pounds white zinc paint, (pure,) in oil, in 25-pound kegs.....	\$0 15 per pound.
3,000 pounds brown zinc paint, (pure,) in oil, in 25-pound kegs.....	11 per pound.
To be delivered as required.	

BANKER & CARPENTER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 22, colored paints, dryers, &c.

12 papers copper bronze, gold color, No. 1,500	\$0 20 per paper.
200 pounds chrome green, in oil	20 per pound.
100 pounds lamp black, in 5-pound packages.....	17 per pound.
1,000 pounds red lead, in 25-pound kegs, (dry).....	24 per pound.
4,000 pounds Spanish whiting, (dry)	05 per pound.
2,000 pounds Spanish brown, (dry)	01½ per pound.
10 pounds vermilion, Chinese	2 37 per pound.
30 gallons varnish, copal	5 50 per gallon.
25 gallons varnish, demar	5 50 per gallon.
30 gallons zinc, Pennsylvania, dryers	3 00 per gallon.
To be delivered as required.	

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 23, stationery.

3 dozen books, blank, 4 quires, ruled, (see sample)	\$36 00 per dozen.
3 dozen books, blank, 3 quires, ruled, (see sample)	30 00 per dozen.
6 dozen books, tucks, (memorandum,) assorted sizes.....	12 00 per dozen.
15 dozen drawing tacks, steel-blued	1 50 per dozen.
3,000 envelopes, letter, straw and yellow, extra thick, as- sorted.....	7 50 per M.
3,000 envelopes, official, straw and yellow, extra thick, as- sorted.....	15 00 per M.
3,000 envelopes, official, white, extra thick, assorted.....	20 00 per M.
3,000 envelopes, letter, white, extra thick, assorted.....	10 00 per M.
3,000 envelopes, note, white, extra thick.....	7 50 per M.
3 dozen erasers.....	12 00 per dozen.
6 dozen pieces India rubber, not less than 1 by 1½ inch.	3 00 per dozen.
20 dozen bottles ink, (½ pint,) black, (Arnold's)	6 00 per dozen.
5 dozen ink, red, in small bottles, David's carmine....	6 00 per dozen.
5 dozen knives, 4-bladed, (Rodgers's best quality)	36 00 per dozen.
6 dozen mucilage, large bottles.....	9 00 per dozen.
6 dozen mucilage, small bottles.....	7 50 per dozen.
5 reams paper, cap, fine ruled.....	7 50 per ream.
25 reams paper, cap, ruled, best quality.....	6 50 per ream.
10 reams paper, regulation, ruled as per sample	9 50 per ream.
25 reams paper, letter, ruled, best quality.....	6 00 per ream.
15 reams paper, note, (see sample).....	5 00 per ream.
2 reams paper, yellow envelope.....	10 00 per ream.
2 reams paper, white, card blotting.....	40 00 per ream.
500 sheets paper, double elephant drawing, 40 inches by 26 inches.	1 00 per sheet.
3 dozen folders, ivory.....	15 00 per dozen.
50 dozen pencils, (Faber's,) black lead, Nos. 1, 2, 3, and 4	1 50 per dozen.
6 dozen pencils, (Faber's,) carmine and blue.....	5 00 per dozen.

6 gross penholders, gutta-percha	\$10 00	per gross.
100 gross pens, steel, Perry & Co.'s, London, or equal.....	2 00	per gross.
6 dozen rulers, flat, gutta-percha	15 00	per dozen.
6 rolls tracing cloth, each 24 yards long by 1 yard wide, (best).....	2 50	per yard.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 24, firewood.

500 cords spruce pine split wood, of the best quality..... \$12 00 per cord.

To be delivered as required.

DARIUS ALLEN. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 34, cotton and hemp packing, &c.

10,000 pounds cotton waste, in balls, 50, 75, and 100 pounds, per sample.....	\$0 55	per pound.
500 pounds Italian hemp packing, 25, 50, 75, and 100- pound packages.....	45	per pound.
500 pounds cotton packing, 30-pound packages, per sample	65	per pound.
48 flax fishing lines for indicators, per sample.....	80	each.
1,000 feet fine grass line	02	per foot.

To be delivered when required.

WM. PORTER & SONS. DATE OF CONTRACT, AUGUST 26, 1864.

Class No. 35, engineers' stores.

400 pounds brass, (sheet,) 2 to 3½ inches wide, No. 14, wire gauge.....	\$0 85	per pound.
200 pounds brass, (sheet,) 24 inches wide, from No. 6 to 24, wire gauge.....	86	per pound.
1 gross candlesticks, with lamps to fit the same.....	140 00	per gross.
100 pounds hose rivets and burrs, copper, assorted sizes.....	95	per pound.
100 pounds best rivets and burrs, copper, assorted sizes.....	95	per pound.
6 gross lamps, hand, brass.....	84 00	per gross.
12 lamps, solar, large size double-acting brackets, with chim- neys and globes complete, gilt brass frames.....	13 50	each.
12 lamps, solar, second size, double-acting brackets, with chimneys and globes complete, gilt brass frames.....	10 00	each.
12 lamps for burning coal oil, large size double-acting brackets, with chimneys and globes complete, gilt brass frames.....	13 50	each.
12 lanterns, globe, brass frames, cut glass globes, 8 inches in diameter.....	4 00	each.
12 lanterns, globe, double thick glass, 12 inches diameter, (for oil,) No. 000, with brass frames.....	15 00	each.
(The globe lanterns and bracket lamps to be similar to those described in Porter's catalogue, pages 33 to 47.)		
48 lanterns, square, for engine-room, cut glass, 11 by 13½ inches, brass frames, silvered reflectors, similar to those described in Porter's catalogue, page 30.....	15 00	each.
60 dozen oil cans, brass.....	6 00	per dozen.
1 dozen oil cups, globe, for cylinders.....	150 00	per dozen.
100 oil feeders, brass, assorted sizes.....	2 00	each.
4 dozen oil spigots, brass, as ordered.....	80 00	per dozen.
50 oil-trays, brass, for oil cans.....	7 00	each.
6 dozen padlocks, brass.....	20 00	per dozen.
50 spittoons, brass, 10 inches diameter.....	4 50	each.
45 gross screws, brass, with half-round heads, 1, 1¼, and 1½ inch, assorted.....	2 80	per gross.
220 gross screws, iron, from ½ inch to 3 inches, assorted.....	1 40	per gross.
250 papers spriggs, from ¾ to 2 inches, assorted.....	25	per paper.
3 reams sandpaper, Nos. 1, 2, and 3.....	6 00	per ream.

To be delivered as required.

No. 8.

BUREAU OF PROVISIONS AND CLOTHING.

Abstract of annual report, dated October 25, 1864. Transmits estimates with abstracts; recommends establishments for provisions, clothing and small-stores exclusively; increase of pay corps; clothing fund; appropriations for provisions.

BUREAU OF PROVISIONS AND CLOTHING,

October 25, 1864.

SIR: I have the honor to enclose estimates, marked A, B, C, and D, with abstracts marked from E to M, inclusive.

The magnitude of our naval operations during the last three years has caused the enlargement of the navy till it compares favorably in all respects with those of the great naval powers of Europe; and it is now manifest that while providing for a temporary emergency this country has created a powerful navy, of which it has good reason to be proud.

The suddenness with which the necessity came for building, arming, and providing so many ships, caused the resort to many expedients for meeting emergencies as they occurred, and gave but little time to prepare, or even to plan for its future requirements. In the department of the service which comes within the supervision of this bureau, and of which it is especially my province to speak, the want of expansion and reform, in some essential particulars, is very apparent.

NEW ARRANGEMENT OF STOREHOUSES.

The extensive victualling establishments for the navies of Great Britain and France are entirely separate from all other departments, and the experience of a long series of years has fully demonstrated the advantages of the plan.

The inconveniences of the location of the storehouses for provisions and clothing in our different navy yards was not seriously felt while the navy was small; but the disadvantages under which its current operations are conducted now daily show the necessity of a radical change in this regard. Supplies of ships have little to do with the building, equipping, and arming them. Provisions and clothing could be furnished to ships fitting out, and to squadrons abroad, with much greater convenience, economy and despatch, if separate establishments for their preparation and distribution were provided at one or two of the principal yards, with wharves, cooperages, &c., exclusively appropriated to their use.

In this connexion it may be remarked that this bureau has several times in past years recommended the erection of one or more bakeries for the navy; but the recommendations were not acted upon until the last year, and then only partially, by authorizing the flour for navy bread to be purchased and baked under naval inspection. The result has shown the very great advantage of this system over the old one of procuring bread by contracts given to the lowest bidders, and I cannot doubt that a still further improvement would be made by having within our own premises, and under our exclusive control, two or more bakeries with ovens and machinery of the best kind.

The preserved meats and desiccated vegetables which form part of the navy ration might with advantage be prepared in or near some of the navy yards. The buildings and machinery for the purpose would not be expensive, and the work would be done in the best manner, and with the certainty of securing the best materials.

INCREASE OF THE PAYMASTER'S CORPS.

The list of pay-officers in the regular service is not proportionate to those of other corps in the navy, nor is it, in my opinion, adequate to the requirements of the service. The number of paymasters remains the same as in 1842, though there has been so great an increase of large vessels and of important shore stations, which require paymasters of experience, as well as those who have given the highest bonds. And the many smaller vessels, for which pay-officers of a lower grade are adequate, call for a large addition to the list of assistant paymasters, of whom but 36 are now allowed by law. There are in the regular service 64 paymasters, 36 assistant paymasters, 405 acting assistant paymasters. Many of these last have shown themselves competent, faithful, and valuable officers, and are deserving of permanent places in the corps for which they are so well fitted. It would seem wise to reward the most meritorious of these officers, while securing to the regular service men of tried capacity and worth. The best of these young officers will probably soon leave the navy for other occupations, if not retained by permanent appointments with the prospect of promotion.

I would also recommend that the intermediate grade of passed assistant paymaster be created, to make the corps assimilate more nearly in rank to the medical and engineer corps, and to give to its officers the additional encouragement which more frequent promotions offer.

CLOTHING FUND.

When the rebellion commenced, the clothing fund was \$570,000, and the number of men in the navy was limited to 8,500. More than six times as many men are now employed, but the fund has been increased less than four fold. The average prices of different kinds of navy clothing are more than double what they were before the war, and consequently, to keep a given quantity of clothing on hand, requires twice as large a fund as formerly. And the waste and losses by casualties must always be much greater in time of war. It is therefore necessary to ask for a further appropriation under this head.

PROVISIONS.

The extraordinary rise in the prices of provisions during the past year, and the increased number of men in the navy, will require another appropriation to meet the wants of the current fiscal year, and for the same reasons the estimates for the next year are necessarily much larger than heretofore.

I am, very respectfully, sir, your obedient servant,

H. BRIDGE, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated October 25, 1864.

- A.—Estimate of the expenses of the bureau for the fiscal year.
- B.—Estimate for provisions for the navy for the fiscal year.
- C.—Estimate for clothing for the navy for the fiscal year.
- D.—Estimate for contingent for the navy for the fiscal year.
- E.—Statement showing the value of shipments made by the bureau to foreign stations.

- F.—Statement showing the value of provisions, clothing, small-stores, and contingent on hand.
 G.—Statement showing the cost of provisions, clothing, small-stores, and contingent condemned.
 H.—Abstract of proposals received for naval supplies.
 I.—Abstract of proposals received for clothing.
 K.—Abstract of proposals received for small-stores.
 L.—Abstract of proposals received for fresh beef and vegetables.
 M.—Statement of contracts made by the bureau during the fiscal year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing during the fiscal year ending June 30, 1866.

For the salary of chief of the bureau.....	\$3,500 00
For the salary of one chief clerk.....	1,800 00
For the salary of four clerks, at \$1,400 per annum.....	5,600 00
For the salary of one clerk.....	1,200 00
For the salary of one messenger.....	1,000 00
For the salary of one laborer.....	720 00
(Per act of Congress of July 5, 1862, vol. 12, page 511.)	
For the salary of two clerks, at \$1,400 per annum.....	2,800 00
For the salary of two clerks, at \$1,200 per annum.....	2,400 00
(Per act of Congress of February 25, 1863, vol. 12, page 695.)	
For the salary of two clerks, at \$1,600 per annum.....	3,200 00
For the salary of two clerks, at \$1,200 per annum.....	2,400 00
(Per act of Congress of July 2, 1864, vol. —, page 373.)	
	<u>24,620 00</u>

CONTINGENT.

For blank books, stationery, and miscellaneous items.....	1,500 00
	<u>26,120 00</u>
Appropriated for the fiscal year ending June 30, 1865.....	\$19,740 00
Asked to be appropriated for the fiscal year ending June 30, 1866.....	26,120 00

The excess over last year arises from the addition of the salary of two clerks of the 3d class and two clerks of the 1st class, increased pay of messenger and laborer, and additional \$500 for the contingent of the bureau.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,

Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance for the fiscal year ending June 30, 1866.

One ration per day for 55,000 men would be for the year	
20,075,000 rations, at fifty cents each.....	\$10,037,500 00

One ration per day for 5,000 commissioned and warrant officers attached to vessels for sea service would be 1,825,000 rations, at fifty cents each	\$912, 500 00
One ration per day for 4,375 officers and marines attached to vessels for sea service would be 1,596,875 rations, at fifty cents each	798, 437 00
To be added for commutation of the spirit ration for 64,275 officers, non-commissioned officers, men, and marines for the year, at five cents per day, will be (per act of Congress, July 14, 1862)	1, 174, 843 75
	<u>12, 923, 280 75</u>
Appropriated for the year ending June 30, 1865	<u>\$6, 415, 605 00</u>
Asked to be appropriated for the year ending June 30, 1866 ..	<u>\$12, 923, 280 75</u>

The excess over the estimate of last year arises from the increased number of men employed, and the great rise in every article composing the ration.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,

Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required for clothing for the navy, for the fiscal year ending June 30, 1866.

For clothing for the navy	<u>\$1, 000, 000 00</u>
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H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,

Bureau of Provisions and Clothing.

D.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1866.

To meet the demand upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistant to inspectors, advertising for proposals, printing, paymasters' blanks, and stationery for cruising vessels	<u>\$600, 000 00</u>
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The increase over last year is caused by the increase of men and vessels to the navy.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,

Bureau of Provisions and Clothing.

E.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadron on foreign stations during the fiscal year ending June 30, 1864.

	Date.	Dollars.	Dollars.	Dollars.	Dollars.
Mediterr'n squadron..	Sept. 1, 1863	17,343 94	2,394 25	4,328 60	365 63
Macao, China.....	Mar. 31, 1864	33,394 41	40,192 45	12,290 84	2,478 93
Callao, Peru.....	Aug. 12, 1863	-----	-----	-----	34 80
Do.....	Feb. 9, 1864	7,130 87	-----	-----	-----
Panama, N. G.....	July 11, 1863	1,886 69	-----	-----	-----
Do.....	Mar. 11, 1864	1,571 83	-----	-----	247 50
Do.....	April 23, 1864	300 59	11,218 22	1,047 81	502 50
Do.....	May 5, 1864	2,673 17	-----	1,679 72	-----
Do.....	May 18, 1864	759 98	1,679 13	336 00	24 00
Do.....	Aug. 12, 1863	-----	-----	-----	120 12
Do.....	Dec. 4, 1863	854 92	6,343 60	993 23	-----
Total.....	-----	65,916 40	61,827 65	20,676 20	3,773 48

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

F.

Statement showing the value of provisions, clothing, small-stores, and contingent on hand at the United States navy yards and at naval depots at foreign stations, July 1, 1864.

Stations.	Provisions.	Clothing.	Small-stores.	Contingent.
Portsmouth, New Hampshire..	\$43,831 33	\$68,594 53	\$13,128 57	} In provision return.
Boston.....	361,280 68	254,224 03	38,315 39	
New York.....	312,718 54	380,542 49	181,852 17	
Philadelphia.....	187,086 62	94,661 70	33,316 20	
Washington.....	21,551 90	43,563 84	14,247 79	
Baltimore.....	19,602 05	28,171 86	9,805 24	
Cairo, Illinois.....	73,565 95	406,844 85	52,522 65	
Beaufort.....	37,335 02	24,152 09	10,178 45	
Newbern.....	12,550 75	20,926 46	2,566 14	
Port Royal.....	96,203 38	179,369 97	46,665 73	
Key West.....	40,750 96	49,503 71	9,876 63	
Pensacola, Florida.....	37,558 44	44,983 88	18,567 86	
Panama, New Granada.....	15,713 65	20,225 78	6,050 80	
Mare island, California.....	26,211 18	31,495 16	16,147 23	
Spezzia, Sardinia.....	39,283 36	9,716 96	2,684 99	
Callao, Peru.....	8,390 09	8,518 36	3,513 93	
U. S. steamer Bradywine....	46,405 05	75,290 66	7,371 37	
Total.....	1,380,038 95	1,740,781 33	466,811 14	-----

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

G.

Statement showing the cost of provisions, clothing, small-stores, and contingent, condemned on board the national vessels, and at the naval stores, at home or abroad, or otherwise destroyed; loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of the net proceeds of such sales from July 1, 1863, to June 30, 1864, inclusive, so far as returns have been received.

Stations.	PROVISIONS.		CLOTHING.		SMALL-STORES.		CONTINGENT.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, New Hampshire	\$1,622 16	\$1,550 30	\$472 72	\$83 73	\$325 61	\$240 55	\$23 95	\$3 91
Boston, Massachusetts	4,509 14	4,878 24	33,735 01	5,294 28	2,960 95	652 18	8 40	41 44
New York, New York	†31,533 00		†80,783 92		*34,371 77			
Philadelphia, Pennsylvania	24,080 88	2,242 52	1,597 02	2,159 78	663 03	274 22	96 96	62 80
Washington, District of Columbia	597 43	115 70	1,730 02	652 45	78 64	57 73		15
Norfolk, Virginia	1,652 00							
Key West, Florida	2,434 20	1,977 02						
Pensacola, Florida	227 49		6 67					
Mare island, California	54 40	3,415 60		1,164 72		59 46		
Hong Kong, China	699 64	724 32			41 45			
Spezzia, Italy	171 94	1,037 78				272 97	19 02	
National vessels	87,024 40	21,394 82	11,261 54	952 31	3,639 94			
	154,606 68	37,336 30	129,586 90	10,307 27	42,131 39	1,557 11	148 33	113 30

* No return of sales of condemned stores at New York; \$25,251 66 cost of tobacco shipped by the "Commonwealth" (lost at sea) from New York to San Francisco.

† Difference between contract price and that paid in open market on purchases made on account of contractors.

† Cost of ice used in packing fresh beef.

H.

Schedule of proposals received for navy supplies for the fiscal year ending June 30, 1865, under the advertisement of the Bureau of Provisions and Clothing, dated March 19, 1864.

Names.	Residence.	Rice, per 100 pounds.		Dried apples, per pound.		Sugar, per 100 pounds.		Tea, per pound.	
		Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	Philadelphia.
Ezra Wheeler & Co.	New York							\$1 18 $\frac{1}{2}$	\$1 18 $\frac{1}{2}$
Brunjes, Ockershausen & Co.	do						\$23 00		
James M. Shaw	Boston	\$11 43	\$11 35	\$0 11 $\frac{1}{4}$	\$0 11	\$23 97	24 45	1 47 $\frac{1}{2}$	1 47 $\frac{1}{2}$
John Ayres, treasurer	do					23 50			
Williams & Faber	do			11 $\frac{1}{2}$					
George Adams	do	11 85	11 95	17	17			1 60	
F. C. Manning	do	10 50						1 25	
L. R. Post	Albion, N.Y.			13	13				
J. W. Roberts & Co.	Boston			11 $\frac{1}{2}$					
Eaton & Gage	New York	11 43	11 43	13 $\frac{1}{2}$	13 $\frac{1}{2}$	24 29	24 29		
Wm. A. Fowler	do	11 98	11 98	11.7	11.7			1 24	
G. W. Buck	Chemung, N.Y.			14	14				

Names.	Residence.	Coffee, per pound.	Beans, per bushel.			Molasses, per gallon.		Vineg'r, per gallon.
		New York.	Boston.	New York.	Philadelphia.	Boston.	New York.	Boston.
Ezra Wheeler & Co.	New York	\$0 44 $\frac{1}{2}$						
Henry Adams	do						\$1 10	
W. C. Bartlett	Boston							\$0 23
James M. Shaw	do	54	\$3 22 $\frac{1}{2}$	\$3 22	\$3 22 $\frac{1}{2}$	\$1 29	1 32	27 $\frac{1}{2}$
George Skilton & Co.	do							20
Williams & Faber	do		3 11					
George Adams	do		3 50	3 50		1 19	1 19	
L. R. Post	Albion, N. Y.		2 75	2 75	2 75			
J. W. Roberts & Co.	Boston		3 24					
Eaton & Gage	New York	49.68	3 47	3 47	3 57			
Wm. A. Fowler	do	49.05	3 41	3 41	3 41			
Amos Haynes	Boston							19
G. W. Buck	Chemung, N.Y.		3 50	3 50	3 50			

I.

Schedule of proposals for clothing and clothing materials, received under advertisement of the Bureau of Provisions and Clothing, dated March 12, 1864.

Names.	Residence.	Blue cloth trousers.	Blue satinet trousers.	Canvas duck trousers.	Barnsley sheeting trocks.	Blue flannel overshirts.	Blue satinet.	Blue flannel.	Barnsley sheeting.	Canvas duck.	Blue nankin.	Calf-skin laced shoes.	Kip-skin shoes.	Woolen socks.	Mattresses, with two covers for each.	Blankets.	Black silk handkerchiefs.
Benj'n Y. Pippet.	Boston.	\$6 30	\$4 30													\$4 15	
Wareham Griswold.	Hartford.					\$3 15											
Griswold, Seymour & Co.	Do.	6 35	4 15				\$1 25	\$0 88									
Wall, Southwick & Co.	New York.											\$2 13	\$2 18				
Wm. Brand & Co.	Do.								\$1 90								
A. L. Haskell & Son.	Boston.																
Wm. Mathews.	New York.	5 92	3 89	\$1 98	\$1 78	3 23	1 24 3-10	91 9-10	1 43	\$0 59	\$0 25½			\$0 54.9	\$11 57	4 97	\$1 47

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

K.—Schedule of proposals received for small-stores, under advertisement of Bureau of Provisions and Clothing, dated March 26, 1884.

Articles.	Wm. Mathews, New York.	Lewis Eaton, New York.	Chas. L. Thayer, Boston.	B. T. Pippy, Boston.	Wm. Macomber, Boston.	Edw'd G. Russell, Boston.	Southard, Her- bert & Com- pany, Boston.	E. & C. Wood, New York.	R. G. Mitchell, New York.	George Adams, Boston.	Van Haaym & Mc- Keone, Philad.
Salt-water soap..... per pound.		\$0 11½				\$0 15½					\$0 09½
Thread, white and black.....	\$1 67	1 58		\$2 15		1 70				\$1 99	
Ribbon, hat..... per piece.	1 01½	1 05		1 16	\$1 28	1 50				1 24	
Tape, white.....	06½	05				10					
Tape, black.....	07½	05				10					
Spools cotton..... each.	08½	10½		10		1 18					
Sewing silk..... per pound.	11 47	12 00		17 20		19 20					
Pocket handkerchiefs..... each.	34½	37		39		50					
Sewing needles..... per paper.	03½	03½				07					
Thimbles..... each.	01½	01½				05					
Jack-knives.....	48½	69				60					
Scissors..... per pair.	35½	43				36					
Razors..... each.	34½	75				36					
Razor strops.....	24½	27		31		50					
Shaving boxes.....	44½	53				30					
Shaving brushes.....	20½	23			29	40					
Shaving soap..... per cake.	06½	07½				19½					06½
Scrub brushes..... each.	24½	28		23		38		\$0 22½			
Blacking brushes.....	37½	40		40		38		28½			
Whisk brooms.....	15½	17		19	20	25					
Eagle coat buttons..... per dozen.	33½	51				80					
Eagle medium buttons.....	24½	40				60					
Eagle vest buttons.....	15½	29				50					
Dead-eye buttons.....	01½	01½			01½	06					
Fine combs..... each.	24½	14				27½				20½	
Coarse combs.....	40½	24				41½				30½	
Spoons.....	04½	06				08				08½	
Forks.....	05½	06½				10				08	
Blacking..... per box.	04½	07		05½	06	05½					
Can-openers..... each.		36			34½	08					
Stearine candles..... per pound.		27½	\$0 28		31½	42	\$0 31½		\$0 28		

K—Continued.

Schedule of proposals for small-stores received under the advertisement of the Bureau of Provisions and Clothing, dated June 1, 1864.

Articles.	James M. Shaw, Boston.	Edward G. Russell, Boston.	George Adams, Boston.	Frye, Phipps & Co., Boston.	William Mathews, New York.	Benjamin T. Pippey, Boston.
Thread, black and white... per pound..		\$2 98	\$2 24		\$2 04	
Ribbon, hat..... per piece..	\$1 44	1 40	1 60		1 39	
Tape, white..... do.....		10	07 $\frac{1}{4}$		07 $\frac{9}{10}$	
Tape, black..... do.....		10	07 $\frac{1}{4}$		10 $\frac{9}{10}$	
Spools cotton..... each.....		12 $\frac{1}{2}$	12 $\frac{1}{4}$		10 $\frac{1}{2}$	
Silk, sewing..... per pound..		19 00	16 00		14 84	
Pocket handkerchiefs..... each..	56				41 $\frac{1}{2}$	\$0 46
Needles, sewing..... per paper..	06	07		\$0 05 $\frac{1}{8}$	05 $\frac{1}{4}$	
Thimbles..... each.....		03		03 $\frac{1}{4}$	02 $\frac{8}{10}$	
Jack-knives..... do.....					64	
Scissors..... per pair.....				49 $\frac{1}{2}$	46	
Razors..... each.....					44	
Razor strops..... do.....	45			29 $\frac{45}{100}$	24 $\frac{1}{2}$	
Shaving boxes..... do.....					45 $\frac{9}{10}$	
Shaving brushes..... do.....	33				22	
Whisk brooms..... do.....	22 $\frac{1}{2}$	25	20		16	
Eagle coat buttons..... per dozen..		56			35	
Eagle medium buttons..... do.....		40			25	
Eagle vest buttons..... do.....		30			18	
D. E. buttons..... do.....	02 $\frac{1}{4}$	05 $\frac{1}{2}$	05	01 $\frac{7}{8}$	01 $\frac{9}{10}$	
Fine combs..... each.....					27	
Coarse combs..... do.....					43	
Spoons..... do.....			09 $\frac{1}{2}$	08 $\frac{1}{8}$	05 $\frac{4}{10}$	
Forks..... do.....	08 $\frac{1}{2}$		09 $\frac{1}{2}$	07	05 $\frac{9}{10}$	
Blacking..... per box.....	06 $\frac{3}{4}$	12	06 $\frac{1}{2}$		05 $\frac{4}{10}$	
Can openers..... each.....	39	42		38	45	

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

L.

Schedule of proposals for fresh beef and vegetables received by the Bureau of Provisions and Clothing during the fiscal year ending June 30, 1864.

Names.	Date of advertisement.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
Henry Boraef.....	January 27..	Philadelphia ..	\$0 06 $\frac{95}{100}$	\$0 02 $\frac{4}{16}$
G. & A. Schiedt.....	do	do	10	03
George W. Pappler	do	Baltimore	07	02
John Stokell	do	Portsmouth ..	07 $\frac{1}{2}$	01
J. & M. Holmes	do	do	10	02
John H. Snyder	March 31 ..	Washington..	15	-----
John Hoover.....	do	do	12 $\frac{9}{100}$	-----
Edward Fitz Morris.....	May 31	San Francisco..	15	12 $\frac{1}{2}$
J. F. Tobin	do	do	14	10
Brackett & Keyes	do	do	14	08
Lyman Carpenter	do	do	15	10
Dernin & Williams	do	do	15	12
Simons & Havens	June 1	New York	14	03
P. J. Hanley	do	do	11 $\frac{37}{100}$	01 $\frac{23}{100}$
Calvin P. Sawyer	do	Boston	13	01 $\frac{1}{2}$
C. & J. Flanders	do	do	13	01 $\frac{1}{2}$

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

M.

Statement of the contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, during the fiscal year ending June 30, 1864.

Names.	Date.	Articles contracted for.	At what price.	Where to be delivered.
George W. Pappler	1864. Feb. 13	Fresh beef..... per pound.....	\$0 07	Baltimore.
Do	Feb. 13	Fresh vegetables.....	02	Do.
John Stokell	Feb. 17	Fresh beef.....	07 $\frac{3}{4}$	Portsmouth, New Hampshire.
Do	Feb. 17	Fresh vegetables.....	01	Do.
Henry Borael	Mar. 3	Fresh beef.....	06 $\frac{5}{10}$	Philadelphia.
Do	Mar. 3	Fresh vegetables.....	02 $\frac{4}{10}$	Do.
Hall, Southwick & Co.	April 14	Calk-skin laced shoes..... per pair.....	2 13	New York.
Do	April 14	Kip-skin shoes.....	2 18	Do.
John Hoover	April 15	Fresh beef..... per pound.....	12 $\frac{9}{10}$	Washington.
A. L. Haskell & Son	April 16	Mattresses, two covers..... each.....	11 57	Boston and New York.
William Mathews	April 19	Blue cloth trowsers..... per pair.....	5 92	Do.
Do	April 19	Blue sateen trowsers.....	3 89	Do.
Do	April 19	Canvas duck trowsers.....	1 98	Do.
Do	April 19	Barnsley sheeting frocks..... each.....	1 78	New York.
Do	April 19	Barnsley sheeting..... per yard.....	1 43	Do.
Do	April 19	Blue sateen.....	1 24 $\frac{2}{10}$	Boston and New York.
Do	April 19	Canvas duck.....	59	New York.
Do	April 19	Blue nankin.....	25 $\frac{1}{2}$	Boston and New York.
Do	April 19	Woolen socks..... per pair.....	54 $\frac{9}{10}$	Do.
Do	April 19	Black silk handkerchiefs..... each.....	1 47	Boston and New York.
Ezra Wheeler & Co.	April 25	Tea..... per pound.....	1 18 $\frac{3}{4}$	New York.
Do	April 25	Coffee.....	44 $\frac{1}{2}$	Boston and Philadelphia.
Benjamin T. Pippey	April 26	Blankets..... each.....	4 15	New York.
Griswold, Seymour & Co	April 26	Blue sateen..... per yard.....	1 24 $\frac{3}{10}$	Boston and New York.
Do	April 26	Blue flannel.....	88	Do.
Wareham Griswold	April 26	Blue flannel overshirts..... each.....	3 15	Do.
F. C. Manning	April 27	Rice..... per 100 pounds.....	10 50	Boston.
John Ayres, treasurer, &c	April 27	Sugar.....	23 50	Do.
James M. Shaw	April 28	Rice.....	11 35	Boston, New York, and Philadelphia.
Do	April 28	Dried apples..... per pound.....	11	Do.

James W. Roberts & Co.	April	30	Dried apples	11½	Do.	do.
George Adams	April	30	Molasses	1 19	Do.	do.
Brunjes, Ockerhausen, & Co.	May	3	Sugar	23 00	Do.	do.
Amos Haynes	May	7	Vinegar	19	Do.	do.
E. & C. Wood	May	7	Scrub-brushes	22½	Do.	do.
Do	May	7	Blacking-brushes	28½	Do.	do.
R. G. Mitchell	May	9	Stearine candles	28	Do.	do.
Van Haaym & McKeone	May	9	Salt-water soap	09 ⁹⁸ / ₁₀₀	Do.	do.
Do	May	9	Shaving soap	06 ³ / ₄	Do.	do.
Henry Adams	May	14	Molasses	1 10	New York,	
James M. Shaw	June	9	Beans	3 22½	Boston and Philadelphia.	
Do	June	9	Beans	3 22	New York.	
P. J. Hanley	June	20	Fresh beef	11 ³² / ₁₀₀	Do.	
Do	June	20	Fresh vegetables	01 ³³ / ₁₀₀	Do.	
C. & J. Flanders	June	20	Fresh beef	13	Boston.	
Do	June	20	Fresh vegetables	01½	Do.	
Frye, Phipps, & Co.	June	20	Sewing needles	05½	Boston and New York.	
Do	June	20	Dead-eye buttons	01½	Do.	do.
George Adams	June	22	White tape	07½	Do.	do.
Do	June	22	Black tape	07½	Do.	do.
Do	June	22	Sewing silk	16 00	Do.	do.
Do	June	23	Black and white thread	2 04	Do.	do.
William Mathews	June	23	Hat ribbon	1 39	Do.	do.
Do	June	23	Cotton	10½	Do.	do.
Do	June	23	Pocket handkerchiefs	41½	Do.	do.
Do	June	23	Thimbles	02 ³ / ₁₀	Do.	do.
Do	June	23	Scissors	46	Do.	do.
Do	June	23	Razors	44	Do.	do.
Do	June	23	Razor-strops	24½	Do.	do.
Do	June	23	Shaving boxes	45 ⁹ / ₁₀	Do.	do.
Do	June	23	Shaving brushes	22	Do.	do.
Do	June	23	Whisk brooms	16	Do.	do.
Do	June	23	Eagle coat buttons	35	Boston.	
Do	June	23	Eagle medium buttons	25	Do.	
Do	June	23	Eagle vest buttons	18	Do.	
Do	June	23	Fine combs	27	Boston and New York.	
Do	June	23	Coarse combs	43	Do.	do.
Do	June	23	Spoons	05 ⁴ / ₁₀	Do.	do.
Do	June	23	Forks	05 ⁹ / ₁₀	Do.	do.
Do	June	23	Blacking	05 ⁴ / ₁₀	Do.	do.

No. 9.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, November 4, 1864.

SIR: In compliance with your instructions of the 26th September ultimo, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, (with the exception of hospitals,) for the fiscal year ending June 30, 1866.

The condition of the medical department is represented as follows:

Balance of former appropriation for "surgeons' necessities and appliances," remaining in the treasury June 30, 1864.....	\$62, 148 97
Appropriation for "surgeons' necessities and appliances" for the fiscal year ending June 30, 1865, per act of Congress approved May 21, 1864.....	210, 000 00
Amount of hospital fund in the treasury June 30, 1864.....	122, 264 10
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1866, (schedule A)...	11, 340 00
Amount required for the medical department of the navy, on shipboard and all naval stations, with the exception of hospitals, for the year ending June 30, 1866, (schedule B).....	227, 500 00
Contingent.....	75, 000 00

Pursuing the system adopted last year of per capita estimates, instead of taking the nominal ratings of vessels as a standard, and assuming the number to be employed during the term covered by the estimates to be 65,000, an appropriation of \$227,500 will be required upon the basis of expenditures during the year, viz: about \$3 50 per man, for all causes involving the disbursement of our funds.

The estimate for contingent expenses is increased to \$75,000 in consequence of the general advanced cost of every article to which this appropriation is applied.

I submit tabular statements of sick, &c., compiled from the reports of sick from the different naval stations within the United States, and from vessels in commission on home and foreign service, for the year ending December 31, 1863.

The squadron in the Pacific ocean is the only one maintained in the customary manner during the whole of the year 1863.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1863.

	Average number on board during the year 1863.	Remaining sick December 30, 1862.	Admitted in 1863.	Discharged in 1863.	Died in 1863.	Total treated in 1863.	Remaining sick December 30, 1863.	Percentage of deaths to the whole number of cases treated.
HOSPITALS.								
Chelsea		56	658	605	18	714	91	
New York		186	2,068	1,849	109	2,254	296	
Philadelphia		55	938	885	36	993	72	
Washington		46	317	321	4	363	38	
Norfolk		141	991	932	29	1,132	171	
Pensacola		41	453	413	62	494	19	
Mound City		169	1,090	959	110	1,259	190	
New Orleans			271	185	40	271	46	
Newbern, N. C.			128	119	2	128	7	
.....		694	6,914	6,268	410	7,608	930	.054
RECEIVING SHIPS.								
Boston	462	14	520	505	5	534	24	
New York	1,523	5	766	764	1	771	6	
Philadelphia	391	4	313	302	4	317	11	
Baltimore	236	3	317	301	3	320	16	
Mare Island	21	2	191	181	1	193	11	
.....	2,633	28	2,107	2,053	14	2,135	68	.006
NAVY YARDS, ETC.								
Portsmouth, N. H.		9	324	299	1	333	33	
Boston		1	148	145	1	149	3	
New York		5	294	294	1	299	4	
Philadelphia		6	162	161	2	168	5	
Washington		36	406	416	3	442	23	
Norfolk			108	107		108	1	
Naval Academy		9	716	677	6	725	42	
.....		66	2,158	2,099	14	2,224	111	.006

RECAPITULATION.

	Aggregate number of officers and men on board of vessels in 1863.	Remaining sick December 31, 1862.	Admitted in 1863.	Discharged in 1863.	Died in 1863.	Total treated in 1863.	Remaining sick December 31, 1863.	Proportion of cases to number of persons on board vessels.	Proportion of deaths to whole number of persons on board vessels.	Percentage of deaths to whole number of cases treated.
Hospitals		694	6,914	6,268	410	7,608	930			.054
Navy yards		66	2,158	2,099	14	2,224	111			.006
Receiving ships	2,613	28	2,107	2,053	14	2,135	68	.817	.005	.006
Vessels in commission at sea	30,374	953	48,309	47,650	610	49,262	1,002	1.621	.021	.012
.....	32,987	1,741	59,488	58,070	1,048	61,229	2,111	1.558	.018	.017

At the close of the year 1862 there remained under treatment 1,741 patients; during the year 1863 there occurred 59,488 cases of disease, injury, &c., making a total of 61,229 cases treated during the year. Of this number 1,048 died, 58,070 were returned to duty or discharged the service, leaving 2,111 under treatment on the 30th December, 1863.

Total number of deaths from all causes reported at the Navy Department from October 1, 1863, to September 30, 1864, is 1,560.

The average force of the navy (officers, seamen, marines, engineer service, coast survey, &c.) for the year was about 40,000.

The proportion of cases to the whole number in service was about 1.50, or each person was on the sick list $1\frac{50}{100}$ times during the year.

The proportion of deaths to the whole number in service was about $\frac{2}{100}$, and the percentage of deaths to the whole number of cases treated is 1.71.

Summary of prevalent forms of disease, on foreign and home service, for the year 1863.

Forms of disease.	Blockading squadron, 22,218 men.	Special service, 4,059 men.	Pacific squadron, 1,097 men.
Febrile diseases.....	11,735	483	480
Diseases of digestive system.....	8,486	870	311
Diseases of respiratory system.....	5,056	681	357
Diseases of circulatory system.....	466	101	26
Diseases of brain and nervous system.....	945	201	98
Diseases of cutaneous and cellular system....	2,015	445	229
Diseases of fibrous, oseous, and muscular system.	2,720	393	182
Diseases of genito-urinary system.....	1,904	484	210
Diseases of eye and ear.....	722	263	29
Wounds and injuries.....	1,952	599	246

The foregoing tabular statements of sick do not include the whole strength of the navy for the year 1863. They embrace only the naval stations, and vessels to which medical officers were attached, and from which reports of sick were received.

During the year 1863 many small vessels in the blockading squadron, and the Potomac and Mississippi flotillas, were without medical officers, and from which no sick reports were received; therefore, neither the number admitted on the sick list, nor the number of deaths, can be definitely stated; but by assuming the same ratio of diseases and deaths on board these vessels as from those from which reports have been received, the proportions will be very nearly correct for the whole strength of the navy.

The following casualties are reported to this office as having occurred on ship-board from the 1st of October, 1863, to the 30th ultimo:

	Killed	Wounded
North Atlantic blockading squadron.....	29	82
South Atlantic blockading squadron.....	40	29
East Gulf blockading squadron.....	4	5
West Gulf blockading squadron.....	62	195
Mississippi squadron.....	32	34
Detached duty.....	4	6
Making	171	351

Total casualties reported, 522.

Considering the nature of the service performed, the protracted exposure of ships' companies to unhealthy climates or localities, the novel character of many of the vessels, the unremitted vigilance and labor imposed by blockading duty, it is a subject of earnest congratulation that I am enabled to present such a satisfactory exhibit of the sanitary condition of the service, and such ample evidence of the efficiency and devotion of the medical corps, to which those happy results, in part at all events, are due.

Scurvy, that "old scourge of the sea," is almost unknown, even on board the most ill-contrived vessels, after months of continuous cruising; and were it not for the many modifications and improvements in the food of the men, and the facilities for frequent changes of diet afforded by the system of supply vessels, it is much to be doubted whether our extensive blockade could be maintained with such unsurpassed activity and vigilance.

During the past summer yellow fever prevailed somewhat extensively in the East Gulf blockading squadron, especially in the neighborhood of Key West; but the wise system adopted by the department of ordering infected vessels at once to the north, both for the advantages of quarantine establishments and change of climate, prevented the disasters which must have followed a season of unprecedented heat, if the opportunity of escaping the limits of the disease had not been provided.

The Tioga and De Soto, infected vessels from the East Gulf blockading squadron, reached Portsmouth, New Hampshire, in June, and owing to some informality or accident, the latter was permitted to reach the navy yard.

Numerous cases of fever occurred among the employes of the yard, traceable, it is believed, in nearly every instance to imprudent visits on board ship. The precise number cannot be ascertained, though so novel and fatal an infection was well calculated to excite much apprehension and perhaps exaggeration. The surgeon of the station believes that scarce an instance of personal infection occurred, and that a large portion of those who suffered owed their misfortune to indiscretion.

NAVAL HOSPITAL FUND.

The condition of this fund is represented as follows :

Balance on hand June 30, 1863.....	\$116,155 00
Transferred to the fund by the Fourth Auditor in settlement of accounts, &c., during the year ending June 30, 1864.....	109,760 13
Transferred to the fund on account of supplies from the naval laboratory to vessels and navy yards, during the year ending June 30, 1864.....	91,246 78
Total amount of fund for the year ending June 30, 1864.....	317,161 91
Deduct amount expended during the year ending June 30, 1864.....	194,897 81
Balance on hand June 30, 1864.....	122,264 10

The act of Congress approved March 3, 1851, directs "that the rations of officers and others of the navy sent to hospitals on shore shall be credited to the hospital fund at the *cost only* thereof;" but as this fund, devoted exclusively to support and maintenance of hospitals, is made up of a monthly deduction upon the pay of officers and men of the navy, and of the cost value of rations stopped on account of sick in hospitals, it is respectfully recommended that the act above referred to be so amended as to credit the hospital fund with the commutation value of the ration.

The government contributes little or nothing directly to the support of hos-

pitals or their inmates, and in order to prevent the results which must obviously ensue, from receiving for the maintenance of each man, in the shape of the contract value of the ration, about one-half or two-thirds as much as it costs to support him, viz: the diminution of the fund, so as to make appropriation by Congress essential, it is believed that the proposed change of the law would be most advantageous, though the commutation value of the ration would hardly defray the daily cost per man, while provisions, fuel, and other articles of necessity rule at present prices.

The average expense per week of hospital patients for the year ending June 30, 1864, has been about \$2 50.

NAVAL LABORATORY.

When this establishment was formally organized in November, 1853, the navy consisted of some forty vessels, and perhaps about 8,000 men. An unoccupied wing of the naval hospital, New York, was found sufficient to accommodate the machinery, apparatus, manufacturing department, store-rooms, packing, dispensing rooms, &c. But the progression and late rapid increase of the navy from such small beginnings to its present vast proportions render new and better arrangements necessary to this important establishment.

It is found nearly impossible to conduct properly the daily operations in its present contracted limits; the demands of the service are such, that it is imperative to keep large stocks of various articles and appliances on hand for immediate calls; and the manufacturers' department is constantly kept in the greatest activity.

The increased number of patients renders the room occupied by the laboratory essential to its original hospital purposes. Some more appropriate arrangements are desirable, if not necessary.

After ten years of trial, and I think I may say with highly successful results, the laboratory can no longer be considered an experiment: it has become an established fact, creditable alike to the department and to those intrusted with its management. It has received on many occasions the most favorable notices in professional publications, in various parts of the country, as well as flattering reports from scientific committees, who have made special visits and examinations.

The War Department, after trying various other expedients, has lately instituted similar establishments, mainly, it is stated, because of the successful issue of the one connected with the Navy Department. The uncertainties of the medical profession are somewhat proverbial; but the navy is, happily, divested of one of no small importance to both patient and physician, by being well assured of the quality of the articles by which disease is combated or health preserved.

It is proper I should add, that, while the mere clerical duties of such an establishment, furnishing an extensive variety of articles to 600 vessels and stations, involving an extensive and laborious system of accounts and correspondence, making elaborate analyses and examinations for other departments of the navy, thereby guarding against fraud and imposture, not one cent has ever been expended by the department for pay of clerks or writers. This additional work is always performed by the officers of the laboratory.

Amount purchased for the laboratory during the year ended June

30, 1864.....	\$120, 076 10
Value of issues from laboratory.....	111, 074 96
Value of stock on hand, machinery, appliances, &c., June 30, 1864	64, 395 42

The amount of issues during the year ending June 30, 1864, it will be seen was \$111,074 96. These were prepared and delivered direct to 315 different vessels and

stations ; a large proportion of which was specially arranged for distribution to the different squadrons and flotillas, in small packages, for greater convenience of distribution. If these indirect packages be added, the number issued from the laboratory during the year will exceed 5,000.

INSANE OF THE NAVY.

On the 30th September, 1863, five officers, nine seamen, one fireman, and one pensioner, eighteen in all, remained under treatment in the government hospital for the insane, near this city.

During the year ending September 30, 1864, there were admitted two officers, five seamen, one marine, three firemen, two landsmen, one coal-heaver, one pensioner, and one boy ; total, sixteen : the whole number under treatment during the year, thirty-four.

The discharges in the course of the year were, by recovery, two ; by death, seven ; by desertion, one ; removal by friends, three : leaving in the institution on the 30th September, 1864, five officers, nine seamen, one marine, one fireman, one pensioner, two landsmen, one coal-heaver, and one boy ; total, twenty-one.

The act of Congress of July 2, ultimo, authorizing the Secretary of the Navy to assign a portion of the pay of an officer, confined in the institution by mental disease, to provide such comforts and indulgences as its funds proper cannot furnish, will greatly add to the well-being, and perhaps contribute somewhat to the ultimate recovery of the unfortunate class of patients for which the government has founded this most admirably conducted asylum.

NAVY HOSPITALS.

Pursuant to your order, this bureau assumed charge of the construction, improvement, repairs of hospitals and appendages, on the 1st July, ultimo, and such progress has been made with the various works as time and circumstances permitted.

Portsmouth, N. H.—A brief summary of the legislation in regard to the erection of a hospital at this station may not be without interest.

For many successive years prior to the war, the chief of the Bureau of Yards and Docks had brought to the notice of the honorable Secretary of the Navy the necessity of some better accommodation for the sick and wounded than was afforded by a very contracted and inconvenient frame-house that had stood on or near its present position since the establishment of the navy yard.

It had originally been an humble private residence, and had received no more than such occasional repair as was necessary to preserve it from the effects of time or the elements. I had ventured to add to the suggestions of the Bureau of Yards and Docks such considerations as were derived from my more direct relations with the class of persons most interested in the improvement.

The war and consequent increase of the navy making our deficiencies at the station too manifest to be passed over, a proposition was submitted to Congress to appropriate \$20,000 for this object.

But as the bill finally passed, it diverted \$14,500 for the purchase of property on Seavey's island, which had not been recommended by the department, which had never been examined with reference to its adaptability to this special purpose, though the buildings on the land were notoriously unsuitable for a hospital. Difficulties arose from time to time, to which it is unnecessary to refer, that resulted in postponing action as far as the main object was concerned.

On the 14th March, 1864, Congress appropriated \$25,000 for the hospital, leaving its location entirely to the judgment of the department. In order to reach the most prudent conclusions upon a subject which has acquired a very undue importance, from the early desire to control it manifested by persons having no apparent connexion with it, it was deemed judicious to devolve the se-

lection of the site upon a board of officers, some of whom had much familiarity with the navy yard from frequent or long residence therein.

Desirous to observe as much economy as possible, it was decided to adopt a site within the yard, if one could be found without detriment to other interests; if not, then to examine any contiguous property. The board thought, with entire unanimity, that such a site could be found within the yard, offering beside the advantage of a new building, that would make a large part of an edifice well suited to our occasions.

The honorable Secretary approved the action of the board, and orders were about to issue to commence the work, with the assurance of completing it early this fall, when proceedings were suspended in consequence of a protest on the part of senators and members of the House of Representatives; and finally, on the 1st July, 1864, nearly three years after the project was started, the appropriation of March 14, 1864, of \$25,000, was repealed, and things resumed their original forlorn condition.

Whether the impotent conclusions attained, after the loss of so much time, and some labor, will satisfy public expectation, or whether the antagonism to the views of the department will be justified, by the failure to effect a sale of a certain twenty-seven acres of land, are not perhaps appropriate subjects of remark.

I desire to add that the department has no other interest in the location of the building, if it shall ever be undertaken, beyond securing the best site, wherever it may be found; though, for my own part, I aim to avoid the unnecessary expenditure of a dollar for any one's benefit. Hence, if economy can be secured without detriment to other interests, by erecting a building within the limits of the yard, I am in favor of so doing. It has been recently said by a distinguished statesman, "that at a time like the present, when taxes are so high, and the burdens of the war fall so heavily on the people, they have a right to expect and demand from those intrusted with the disbursement of public money fidelity, vigilance, and economy;" and this principle has been steadily held in view, by striving to avoid making the work at Portsmouth more costly than need be, by the purchase of land upon the exclusive valuation of its owner or owners, or until such purchase was found to be absolutely necessary.

It is now hoped the ample arrangements which the department has been enabled to provide elsewhere will render the work at Portsmouth, that has elicited so much opposition, in a great measure unnecessary.

Boston, Mass.—The extension of the edifice is so nearly completed as to justify the expectation that it will be fit for occupation during the early part of winter. The most improved heating culinary and laundry works are now in course of erection, with a prospect of soon being in readiness for use. The hospital has generally been filled to its utmost capacity, and recently we have had one hundred patients in the adjacent hospital under charge of the Treasury Department, to the great inconvenience of those for whom it is specially designed. Upon the completion of our building, we shall be able to dispense with the accommodations so courteously granted by the honorable Secretary of the Treasury since the commencement of the war.

For various repairs, improvements, furniture, &c., there will be required the sum of \$8,500.

New York.—The accommodations provided last year have proved sufficient, though not more than sufficient, for the large number of invalids from the blockading vessels constantly sent to this station. The daily average, during the year 1863, has been about 262, and the whole number treated nearly 3,000.

There will be required for the various incidental repairs, renovations of buildings, grounds, roads, cemetery, laboratory, &c., the sum of \$14,000.

The Ridgewood water is being introduced into the establishment, hitherto dependent upon cisterns and pumps.

Naval Asylum, Philadelphia.—There is obviously a great want of additional accommodation at this establishment, as well on account of the progressive increase of beneficiaries as of hospital cases.

The admissions to the hospital department, during the year 1860, were but 179, while during the year 1863 they amounted to nearly 1,000. It is not probable that either patients or beneficiaries will diminish in number, certainly not the latter, for years to come; on the contrary, it may be reasonably expected the number will increase.

The sum of \$75,000 was appropriated by act of Congress, approved March 14, 1864, to extend the building, but the derangement of business, and enormous increase in the price of labor, material, and everything necessary for the prompt execution of the work, rendered it inexpedient to commence operations with such limited means; and rather than have the grounds defaced and disfigured by undertaking what there was no certainty of soon completing, I have abstained from commencing operations until further appropriations are made. I have not asked for additional means, because of the inopportuneness of the times; but still, believing that our necessities will not diminish, I submit to the department whether it may not find it proper to ask for the further sum of \$100,000, which I have not included in the estimates.

A system of transferring patients from one naval hospital to another has enabled us thus far to meet the want of accommodation at Philadelphia; but this is an uncertain reliance, especially in view of the continued growth of the navy and the casualties of war.

Norfolk, Virginia.—The large force employed in the North Atlantic blockading squadron has thoroughly taxed the capacity of this establishment, and recently it has been filled in every part. The hospital was reoccupied by the navy about the 1st of September, 1862. During the ensuing year about 1,000 patients were received, while nearly the same number has been admitted between January and July of the present year.

The building and appendages require considerable repair and renovation, especially in the culinary and laundry departments; while the bridges, wharves, enclosures, &c., are in a condition of much dilapidation.

For these various purposes there will be required the sum of \$12,500.

Pensacola.—The large fleet operating in the Gulf of Mexico has required extensive hospital accommodations at this port, and I am happy to state that sufficient progress had been made with improvements authorized by Congress, May 21, 1864, to afford accommodations for the invalids of the fleet, as well as for the wounded in the attack upon the forts at Mobile. Much is still required to be done, as our appropriations are speedily exhausted by the difficulty of obtaining labor at this remote point, as well as by the high price paid for it, and for materials of all kinds. The hospital was opened, in part, in the commencement of 1863, and received during the year 500 patients, while quite as many have been admitted between January and July of the present year.

For the completion of the hospital and the various works appurtenant thereto, there will be required the sum of \$10,500.

Memphis, Tenn.—The hospital at this place has been a most important auxiliary of the Mississippi squadron. During the year 1863, 1,650 patients were here treated; and between the months of January and July of the present year, 852 persons have been received from the numerous vessels comprising this extensive squadron.

The hospital steamer attached to the squadron renders valuable service, because the small vessels constituting so large a portion of the naval force employed, afford no accommodations for sick or wounded.

There will be required for repairs and various incidentals connected with preservation and care of buildings, &c., &c., the sum of \$7,000.

New Orleans, La.—This hospital was opened in December, 1863, and has

afforded many comforts and conveniences for the sick not to be found on board the numerous small vessels operating on the lower Mississippi, its tributaries, and adjacent bayous.

To keep the buildings in proper condition, make ordinary repairs to building, furniture, &c., there will be required the sum of \$5,000.

Key West, Fla.—The Treasury Department generously continues to the navy the use of the marine hospital at this place, which, with the frequent visits of the supply steamers, meet all the medical wants of the East Gulf blockading squadron.

Port Royal, S. C.—The accommodations for sick and wounded on board the New Hampshire proving entirely inadequate to the necessities of the increased force of the South Atlantic blockading squadron, as well as unsuited to the many casualties consequent upon the operations of the squadron, a conveniently arranged and sufficiently spacious modern building has been erected upon a public reservation at St. Helena's island, which is about ready for use. It will properly receive from 150 to 175 patients, and will cost, when prepared in all respects for its uses, some \$13,758. The building was constructed, after plans furnished by the medical officers of the South Atlantic blockading squadron, by Mr. Geo. H. Davis, of East Cambridge, Mass.

Washington, D. C.—As early as practicable, after the transfer of the subject to this bureau, preparations were begun for erecting the hospital at this place authorized at the last session of Congress. The site proposed, bounded by Pennsylvania avenue, 10th street east, E street south, and 9th street east, already belongs to the government; and though many delays, altogether unavoidable, have occurred, measures are now in progress to complete the building at the earliest possible date. The necessity for this improvement is urgent; the large force employed in the Potomac river and tributaries, the increased strength of the marine corps, the many vessels arriving at the navy yard for repairs, &c., have no other resource for the sick than the limited accommodations at the government Asylum for the Insane in the neighborhood of the city, which we have occupied since the beginning of the war, through the courtesy of the Interior Department and the superintendent, Dr. C. H. Nichols, to the great inconvenience of the asylum.

It is full time we ceased to encumber the Asylum for the Insane with an entirely different class of patients whose presence interferes with the harmony and order of the asylum, and encroaches upon room absolutely required for other purposes.

The further sum of \$30,000 will be required to furnish and put the hospital in working order; the former appropriation of \$25,000, for reasons connected with the high price of labor, material, &c., proving totally insufficient.

The building is a plain brick structure, devoid of ornament or other unnecessary and costly features.

I respectfully recommend that Congress be asked to authorize the purchase of lots 3 and 4, westerly, part of square 948, Washington, D. C., in order that the government may have entire control of the plat of land upon which the building will stand; they comprise some 14,000 feet. It is quite important the department should possess the entire area, to guard against improper intrusion.

San Francisco, California.—As soon as the appropriation of \$75,000 by Congress at its recent session for a hospital at this station became available, measures were taken to secure the prompt erection of a plain brick building to meet the general wants of the service at this remote station. But it was soon ascertained that, owing to the derangement of the currency and the low value of government funds in California, the actual amount applicable to the object was reduced considerably more than one-half; and no one could be found there

willing to undertake the work either by contract or days' labor, in view of the means of payment.

The work is necessarily postponed till the department shall determine the fitness of prosecuting it, even under existing pecuniary disadvantages; and if it be decided to commence it, another appropriation of \$75,000 at least will be required. I have not inserted this additional amount in the estimates. While fully impressed with the imperfect and temporary character of the provision for our sick, I desire to observe all reasonable and practicable economy in this department of the public service.

MEDICAL CORPS OF THE NAVY.

I ventured to bring to the notice of the honorable Secretary of the Navy in my last annual report some considerations having reference to a reorganization of the medical department of the navy, so as to place it in better harmony with the growth and expansion of other branches of the service, and to adapt it more efficiently to the vast and peculiar responsibilities which a state of war imposes.

I am impelled to renew the subject, under a sense of what is due to the faithful, zealous officers whom it devolves upon me to represent, as well as upon a review of the action of Congress, which has in many instances acknowledged the value of efficient service in staff departments, by higher rank and more liberal compensation.

I believe I may add to what I have hitherto stated, that the medical corps of the navy is now about the only, if not the only, branch of either navy or army that retains the organization of peaceful times, when occasions were few or rare to demand the highest order of professional attainment, or the prompt exercise of the qualities of mind and character, upon which life, or even the successful issue of military enterprises, may in a measure depend.

The deplorable experiences of recent European wars brought about a general reorganization of the medical department of the various governments by absolutely compelling attention to a service which, though it has not the showy achievements of the sword to attract the public gaze, yet in its silent ministrations of humanity and usefulness is so powerful to maintain the military forces in the efficiency which insures fame and promotion to those who wield them. War has been described by one of no small experience, as a "problem of sanitary science," because it is well known that disease kills and disables more than shot and shell; if this be true, the men who bring to the public service, at their own expense, the qualities and attainments to conduce to great results, ought surely not to be ignored in the distribution of honors and rewards.

The subject of assimilated rank of staff corps in military organizations has been worn threadbare by profitless discussion, more frequently betraying more sentiment or personal feeling than reason. The practice of the civilized world in this particular is more conclusive of its propriety, if not necessity, than any appeal to passion for or against the principle. The fallacy, that rank and command are necessary sequences, is sufficiently exposed by the action of Congress in repeated instances.

The judge advocate general, created by an act of the present Congress, is a brigadier general in rank, pay, and emoluments; and his assistant is a colonel in the same relations. It would require sharper acumen than has exercised itself upon the vexed question to maintain the connexion between this judicial office and military command, or to seek to ignore the law because no provision is made for command, which many contend to be an absolute corollary.

Various grades of army medical officers have the rank, pay, and emoluments of brigadier general, colonel, lieutenant colonel, major, &c., without any allusion to the right or otherwise of command. Indeed, it is believed that no branch of the army now exists which has not been harmonized into a general system by

investing its members with military position. And although promotion in some staff corps is apparently limited by law, exalted service has earned for zealous and efficient incumbents the honors of higher preferment by brevet.

The system of equally rewarding staff service by promotion and pay must have its advantages, or it would not have been adopted, or continued in such an enlightened organization as the army; and if it has advantages, the navy should not hesitate to adopt the same means to secure the same results.

And though the army practice has been marked with considerable liberality, its military efficiency and spirit are not, apparently, in the slightest degree impaired by its recognition of merit, as conducive to public results, without any reference to the sphere or calling of the individual who exhibits this merit.

And while it may not increase the skill of a professional man, that he is assimilated in pay and position to a general, it certainly inspires him with more zeal and energy to find that his government not only exacts no sacrifice of professional pride, or status, in accepting its service, but that it offers equally to him as to others all the honors, and rewards which capacity, industry, and fidelity should command.

And as a signal illustration of the reward that follows efficient staff service in the army, the medical profession has hailed with pleasure a recent official announcement that a medical purveyor, with the rank of major, had been advanced to the rank and emoluments of brigadier general for the diligent and zealous discharge of his duties.

His less fortunate brethren of the navy rejoice at the compliment so gracefully paid to the profession, and labor not the less earnestly in their vocation, because they still hopefully await some similar evidence that the laborer may be found worthy of his hire.

The highest rank attained by a medical officer of the navy is reached in less than half the period of service by members of other staff corps; and the pay that attaches to a medical officer in charge of a fleet inures to members of other staff corps, upon similar advantageous terms. The office of "surgeon of the fleet" brings with it no additional rank, because every officer holding such appointment is entitled to his rank by seniority, and not by his temporary office.

It can hardly be necessary to refer to the complicated and arduous duties of a medical officer, charged with the many and grave responsibilities of a squadron of 80 or 100 vessels, in a time of war, where so much of his assistance is made up of the inexperienced persons whom our necessities compel us to employ.

The mere clerical duties of a fleet surgeon, or hospital surgeon, with 350 or 400 patients under daily charge, are nearly as great as those incident to the accounting department of a frigate; and yet they are only additions to other weighty responsibilities; for no provisions for clerks or writers is made, under any circumstances, for medical service.

The medical service, for some reason not well perceived, is apparently made the standard of rank for other staff corps, without reference to the widely dissimilar duties, acquirements, or trusts; and I believe our navy presents the only instance of such a distribution of rank or pay. The more systematically organized navies of Europe are certainly exempt from this peculiarity.

The position and pay of medical officers of the navy must have much to do with the difficulty experienced in obtaining the number adequate to our necessities.

Though a medical board has been in continuous session for a year, the permanent corps at this day presents ten vacancies; and while the opportunities for temporary appointments are offered by facilities for examination at Portsmouth, N. H., Boston, New York, Philadelphia, Washington, Chicago, Cairo, and in the various squadrons, we cannot find enough qualified persons to accept appointments.

The army offers such greater inducements, that, as a general rule, it appropriates nearly all the available medical talent.

This should not be so; for in a time of war, when the chances of continued conflict are superadded to the risks of climate and exposure, it should be the endeavor of the government to confide the life and health of those upholding its honor to no doubtful or improper hands.

While the army offers pecuniary inducements of from 33 to 50 per cent., perhaps, greater than is awarded to similar service in the navy, it is not to be expected that the latter will attract the character and attainments which are so desirable, and indeed so necessary; and the only plan that suggests itself to me, to remedy a pressing difficulty, is to equalize the inducements of the respective services, so as to give the navy a fairer opportunity for competition.

So long as the rates of pay of the medical officers of the navy are hardly more, if indeed as much, as mechanical or clerical pursuits now command, it would be unreasonable to expect that a man would give his education and time to the navy for such disproportioned compensation and position.

It is to be borne in mind, that in time of war, or during a battle, medical officers are called upon to decide promptly, upon their sole responsibility, grave questions involving life or limb; such questions as in private life are made the theme of much study and learned consultation, as it often happens the medical officer is far removed from all opportunity of assistance.

It is not the mere act performed, but the judgment and knowledge that determine the wisdom and fitness of the act, which attest the usefulness and value of the surgeon.

To illustrate the difficulties we have to meet, in providing for the medical service of the navy, I submit the following statements:

Between January 1, 1861, and the close of the year 1863, permits issued to candidates for appointment in the regular service.....	270
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Approved for appointment.....	99
Withdrew and rejected.....	171

Since January 1, 1862:

Acting assistant surgeons examined for permanent appointment.....	55
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Approved for appointment....	16
Withdrew and rejected.....	39

Since January 1, 1862:

Candidates examined for acting appointment.....	188
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Approved.....	86
Rejected.....	102

As I have previously stated, these latter have been examined at various points, from Portsmouth, N. H., to Cairo, and in the different squadrons.

Acting assistant surgeons offered the opportunity of examination for permanent appointment since June 15, 1864.....	36
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Declined.....	32
Examined and appointed.....	3
Examined and rejected.....	1

All of those declining, assigning pretty much the same reason, that they are willing to serve as a matter of principle or duty, during the war, but desire no permanent place under the government.

Persons applying for examination as acting assistant surgeons, and offered the opportunity of examination for permanent service.....	30
Declined.....	30

The examination for acting appointments is necessarily below the standard for permanent appointment, though it covers the same grounds—a fair knowledge of business, sufficient educational attainments, and professional knowledge enough to discharge the ordinary duties of a medical officer.

Casualties in medical corps since January 1, 1864.

Surgeons died, disease originating on duty.....	4
Surgeons resigned.....	1
	— 5
Passed and other assistant surgeons resigned.....	13
Dead, disease originating on duty.....	2
Drowned in service.....	2
	— 17
Total.....	22
Acting assistant surgeons resigned.....	38
Died in service.....	5
Drowned in service.....	2
Dismissed.....	7
	— 52
Total.....	74

There are now ten additional resignations before the department, which are not accepted because of the existing impossibility of supplying the vacancies.

A common reason for resignation is to accept the more eligible service of the army.

No application for appointment, either in the permanent or temporary service, is now before the department; nor has any such application been received during the past six weeks. It cannot be said that medical men manifest any special desire for office, if the ordinary inferences are to be deduced from these facts.

Naval pensions.

The act of Congress approved July 14, 1862, regulating naval pensions, makes no provisions for the new grades of the navy authorized by the act of Congress of July 16, of the same year.

The highest rank recognized in the pension bill is that of captain, while it is well known the latter act creates the new grades of rear-admiral, commodore, lieutenant commander, &c.

The pension awarded to the family of a captain is now the same as that to the family of a master commanding, thirty dollars per month, thus reducing the pension of the former twenty dollars per month below the allowance under the earlier law. The same inequalities are found in other instances, in which

a hitherto moderate allowance is reduced with as little reason, perhaps, as it is increased in other instances.

It occurs to me that the law might be advantageously revised, so as not only to provide for the new grades, but also to make some better adaptation of the pension to the responsibilities and services of the officer.

I am of opinion, also, that some discrimination should be made between the cases of officers killed in battle, or by casualty incident to battle, and those who die of disease at indefinite periods, after exposure to any of the ordinary vicissitudes of naval life.

Pensions are granted only in cases wherein it is satisfactorily established that death has resulted from exposure in the line of duty; but there ought to be some distinction between loss of life in actual conflict, and when death results in advanced age, from exposure to climatic or other influence on some past occasion.

And again, while in any event our pension system will be so moderate as to contribute inadequately to the support of those who have yielded their natural protectors to the cause of the nation, it would be a grateful recognition of faithful and honorable service, if during lifetime some provision were made for the maimed and mutilated officer whose body bears honorable evidence that he has stood in the breach when his example was essential to the triumph, or that his flag was not struck till he had been borne down in the strife.

The pay of officers on the retired list is certainly very moderate; two thousand dollars for an admiral of more than half a century, or sixteen hundred dollars for a captain of thirty or forty years' service, is truly no very large compensation, when, as is so generally the case, a family looks to this sum as a sole support.

I think a system of pensions for wounds might be established with great benefit to the officer, and with little detriment to the treasury, as so large a portion of the pension expenditures will be made up of captures, &c., during the war.

It would be a grateful boon to the mutilated officer to know that his service and loss were thus appreciated and rewarded, as honorable to the government to make the award as to the recipient.

In like manner, I think the pension should be regulated by the more or less immediate death of the officer, consequent upon exposure, as in the case in some foreign services.

The pension should not, perhaps, be the same in case of a person taken sick in a foreign or insalubrious climate, who reaches his home to die in a few months, and of another who may survive such exposure for years, in the enjoyment of his pay.

By an act of Congress of July 4, 1864, section 5, it is provided that all persons now entitled to a less pension, "who shall have lost both feet in the military service, shall be entitled to a pension of \$20 per month; and those who, under the same conditions, have lost both hands, shall be entitled to a pension of \$25 per month."

If this law is construed in accordance with its phraseology, as I believe it is, it dooms to painful inequality many persons of the navy, who, having suffered equal loss, receive under the naval pension bill of July 14, 1862, but ten or eight dollars per month.

It cannot be supposed such distinction was intended; and perhaps it may require but a notice of the fact to secure for the sailor the same reward as is granted to the soldier. Though the subject does not fall within the province of this bureau, yet from the fact that its relations with the Pension Office are so intimate, I have ventured to bring the defects of the law to your notice, in the hope that some modifications may be effected in its existing provisions.

CONCLUSION.

I deem it due to the few employés of this office to testify how cheerfully and faithfully they discharge the great and varied increase of duty which the present condition of the navy imposes. Sharing all the causes which have led to the multiplication of clerical force throughout the Navy Department, as indeed of all departments of the government, this office still retains the organization and force of peaceful times. It is only by constant and unremitting industry that the work is performed; and that so much is performed justly demands some recognition. I may add the further remark, that while this office maintains its former number of employés, the medical department, in all its ramifications, at hospitals, navy yards, and receiving ships, &c., has never cost the government a dollar for pay of clerks or writers.

Letters written during the year ending September 30, 1864, pressed and copied.....	8,845
Letters received during the year, keyed and filed.....	8,038
Reports of survey, certificates of ordinary disability, of death, &c., in duplicate.....	5,010
Quarterly reports of sick, tabulated, condensed, and registered.....	1,484
Requisitions, in duplicate, examined and approved.....	1,117
Bills and vouchers, in duplicate and triplicate, examined, approved, registered in day-book and ledger.....	3,157
References from Pension Office.....	236
Pension cases adjusted in this office and certificates forwarded.....	234

Certificates of death, ordinary disability, discharge, &c., formerly preserved in the department proper, but since July 1, 1861, transferred to this bureau, where they are bound, registered, and indexed, now fill 56 large volumes.

Very respectfully, your obedient servant,

W. WHELAN, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPITULATION OF ESTIMATES.

Surgeons' necessities and appliances.....	\$227,500
Contingent.....	75,000
Personnel of hospitals, pay of navy.....	81,094
Construction, improvement, and repair of hospitals.....	87,500
Total.....	471,094

W. WHELAN, *Chief of Bureau.*

A.

Estimate of appropriations, under the cognizance of the Bureau of Medicine and Surgery, for the support of said bureau, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
For salary of chief of bureau, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 2, page 510.....	\$3,500 00		
For salary of assistant to bureau, per act of July 16, 1862, Statutes at Large, 2d session 37th Congress, section 18, page 586.....	2,800 00		
For salary of two clerks, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 3, page 511; at \$1,400 each.....	2,800 00		
For salary of messenger, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 3, page 511; Statutes at Large, page 160, 1st session 38th Congress, June 25, 1864, adding 20 per cent.....	1,000 00		
For salary of laborer, per act of February 25, 1863, Statutes at Large, 3d session 37th Congress, section 2, page 625; Statutes at Large, page 160, 1st session, 38th Congress, June 25, 1864, adding 20 per cent.....	720 00		
		\$10,820 00	
<i>Contingent expenses.</i>			
Blanks, stationery, and miscellaneous items.....	800 00		
		800 00	
		11,620 00	\$10,990 00

W. WHELAN, *Chief of Bureau.*

B.

Estimate of appropriations, under the cognizance of the Bureau of Medicine and Surgery, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
<i>Surgeons' necessities and appliances.</i>			
For the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, coast survey, sixty-five thousand men, at \$3 50 per man.....	\$227,500 00		
<i>Contingent.</i>			
For the Medical department.....	75,000 00		
		\$302,500 00	\$270,000 00

W. WHELAN, *Chief of Bureau.*

C.

Estimate of the pay of officers and others at naval hospitals for the fiscal year ending June 30, 1866.

BOSTON.

1 surgeon.....	\$2,800 00
2 assistant surgeons, at \$1,050.....	2,100 00
1 steward, at \$40 per month.....	480 00
1 surgeon's steward, at \$25 per month.....	300 00
1 apothecary, at \$25 per month.....	300 00
1 matron.....	240 00
8 nurses, at \$15 per month.....	1,440 00
3 cooks, at \$14 per month.....	504 00
4 washers, at \$12 per month.....	576 00
3 watchmen, at \$20 per month.....	720 00
1 messenger, at \$12 per month.....	144 00
1 gardener, at \$23 per month.....	276 00
1 gate-keeper, at \$20 per month.....	240 00
1 engineer, at \$40 per month.....	480 00
1 fireman, at \$30 per month.....	360 00
Total	<u>10,960 00</u>

NEW YORK.

surgeon.....	\$2,800 00
4 assistant surgeons, at \$1,050 each.....	4,200 00
1 steward, at \$40 per month.....	480 00
1 surgeon's steward, at \$25 per month.....	300 00
1 apothecary.....	300 00
1 matron.....	240 00
8 nurses, at \$180 each.....	1,440 00
4 washers, at \$144 each.....	576 00
2 cooks, at \$168 each.....	336 00
2 assistant cooks, at \$144 each.....	228 00
1 house-cleaner.....	144 00
1 messenger.....	144 00
1 gate-keeper.....	360 00
1 gardener.....	276 00
1 porter.....	180 00
3 watchmen, at \$240 each.....	720 00
1 engineer for steam pump.....	480 00
2 firemen, at \$30 per month each.....	720 00
Total.....	<u>13,924 00</u>

LABORATORY.

1 surgeon....	\$2,800 00
1 assistant surgeon.....	1,400 00
1 manufacturer.....	1,000 00
2 assistant manufacturers, at \$300 each.....	600 00
1 chief packer.....	800 00
6 assistants, at \$300 each.....	1,800 00

1 engineer.....	\$800 00
1 fireman.....	350 00
1 shipping porter.....	450 00
1 porter.....	350 00
	10,350 00

PHILADELPHIA.

1 surgeon.....	\$2,800 00
2 assistant surgeons, at \$1,050.....	2,100 00
1 hospital steward.....	480 00
1 surgeon's steward.....	300 00
1 apothecary.....	300 00
1 matron.....	240 00
2 cooks, at \$156 each.....	312 00
4 nurses, at \$17 per month each.....	816 00
5 washers, at \$108 each.....	540 00
1 messenger.....	144 00
	8,032 00

WASHINGTON.

1 surgeon.....	\$2,000 00
1 hospital steward.....	480 00
1 hospital steward at pest-house.....	480 00
3 nurses, at \$180 each.....	540 00
1 cook.....	168 00
1 laborer.....	144 00
1 messenger.....	144 00
	3,950 00

NORFOLK.

1 surgeon.....	\$2,800 00
3 assistant surgeons, at \$1,050 each.....	3,150 00
1 hospital steward, at \$50 per month.....	600 00
1 surgeon's steward.....	300 00
1 apothecary.....	360 00
1 matron.....	300 00
1 cook.....	240 00
1 cook.....	204 00
1 cook.....	168 00
1 cook.....	96 00
10 nurses, at \$16 per month each.....	1,920 00
6 nurses, at \$14 per month each.....	1,008 00
10 nurses, at \$12 per month.....	1,440 00
1 laundress, at \$15 per month.....	180 00
10 washers, at \$8 per month each.....	960 00
1 gardener.....	276 00
2 laborers, at \$12 per month each.....	288 00
4 boatmen, at \$14 per month each.....	672 00
6 attendants on mess-rooms, at \$12 per month each.....	864 00
	15,826 00

PENSACOLA.

1 surgeon.....	\$2,000 00
2 assistant surgeons, at \$1,050 each.....	2,100 00
1 hospital steward.....	480 00
1 apothecary.....	360 00
1 matron.....	300 00
3 washers, at \$180 each.....	540 00
6 nurses, at \$216 each.....	1,296 00
2 cooks, at \$216 each.....	432 00
4 laborers, at \$144 each.....	576 00
	8,084 00

MEMPHIS.

1 surgeon.....	\$2,600 00
2 assistant surgeons, at \$1,050 each.....	2,100 00
1 hospital steward.....	600 00
1 apothecary.....	420 00
1 matron.....	360 00
8 nurses, at \$216 each.....	1,728 00
4 washers, at \$180 each.....	720 00
4 cooks, at \$216 each.....	864 00
4 laborers, at \$144 each.....	576 00
	9,968 00

W. WHELAN, *Chief of Bureau.*

D.

Estimates for the construction, improvements, and repairs of hospitals.

BOSTON.

Repair of buildings, roads, fences, painting hospital, enlargement of cemetery, glazing, painting, furniture, &c.,.....	\$8,500 00
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NEW YORK.

Repairs of hospital buildings, appendages, roads, fences, walls, stables, painting, glazing in hospital and laboratory, labor on cemetery and grounds.....	14,000 00
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WASHINGTON, D. C.

Completing building authorized by act of Congress approved March 14, 1864.....	30,000 00
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NORFOLK.

Plastering, glazing, painting, repair of wharves and bridges, repair of cemetery enclosure, gas-fixtures, flagging, &c.....	12,500 00
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PENSACOLA.

Extension of building, enclosures, rooms for distributing stores, general repairs and improvements.....	10,500 00
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MEMPHIS.

Repairs and improvements..... \$7,000 00

NEW ORLEANS.

Repairs and improvements..... 5,000 00

W. WHELAN,
Chief of Bureau.

No. 10.

HEADQUARTERS UNITED STATES MARINE CORPS,
Washington, October 22, 1864.

SIR: I have the honor to report that during my recent visit of inspection to the several marine posts, I was gratified to find that, notwithstanding quite a proportion of each command was composed of recruits, the evidences of care and attention on the part of the officers to bring them into a proper state of discipline were very decided, and the results of their efforts, as witnessed in the condition of their commands, were creditable and satisfactory.

At Portsmouth, New Hampshire, the barracks are in process of reconstruction, and when finished will give more ample and comfortable accommodation to the men.

It would be desirable, however, if an appropriation for the purpose could be obtained, to improve the construction of the outbuildings to the barracks, which, being old and of wood, are deemed unsafe and unsuitable. I have not thought it advisable, however, at this time, to direct an estimate for the purpose to be submitted.

At Boston the quarters for officers and men are in good preservation, and will require only the usual attention to wear and tear. At Brooklyn the men's quarters were in good condition, and the barrack grounds gave evidence of much care and labor having been bestowed upon them, but the site being on reclaimed ground, and the original grading imperfect, it will require time and some expense before it can be made all that is desirable. Certain changes suggested by the commanding officer, so as to permit free ingress and egress without injury to the grounds, are decidedly approved, and the authority of the department for that purpose will in due time be asked.

The officers' quarters need some attention, which can be done, however, from the regular annual appropriation for repairs. At Philadelphia the barracks, though small, afford suitable accommodation for a limited number of men, and, being in good repair, meet the wants of the service at this time.

At Norfolk the building occupied by the troops, though of a temporary character, is very well suited for the present, and needs no special attention.

The barracks at Mare island, California, have been completed since the date of last annual report from this office, and are now occupied by the troops, but, as the appropriation for the construction of officers' quarters, guard-house, &c., asked for during the last session of Congress, was not passed, it is to be hoped that this subject will, at a proper time, be again brought to the notice of Congress, so that all may be done possible to give to officers serving at so isolated a point as Mare island one of the comforts of a home, a proper house to live in. The present arrangement of quartering the officers in the same building with the men militates against the decorum important to be observed between rank and command, and, upon the ground of discipline alone, should be corrected as soon as circumstances will allow. The recruiting for the corps, since, by legislation bounties, &c., have been allowed, has been very successful, and, though its strength is now fully equal to the number authorized, I am still unable to

comply with all the requisitions for guards for vessels going to sea. A small increase in the rank and file would not only enable me to meet these requirements, but, what is of equal importance, allow of sufficient time and concentration of troops at the several stations, to give guards, before going to sea, the instruction and drill necessary to make them good soldiers, so that from the start, being thoroughly instructed in their military duties, they could impart a tone and bearing to the ship's company in harmony with the efforts of the officers of the ship to organize and discipline their commands.

During the past year a large portion of the corps has been actively employed in service aboard many of the ships composing the several squadrons, and the reports which have reached headquarters from officers of the corps, and officers commanding ships, bear evidence that in the gallant deeds done by our navy the marines have borne an honorable part.

In closing this brief report of the condition and wants of the corps which I have the honor to command, I trust I will be pardoned for referring, with some pride, to the near relations which it has always sustained in the service of our country to the navy of which it is a part.

From the time of the intrepid Decatur, at Tripoli, to that of our day under the daring Farragut, at New Orleans and Mobile, the corps has been so closely allied with the navy in its glorious achievements, that the praise bestowed upon the latter has naturally reflected upon the former; and through all this time the corps has continued to receive, from those whose gallant deeds in the past and to-day must adorn our naval history, that meed of praise which tells of the worth and the usefulness of the corps as a part of the navy.

May I not, then, with confidence, point to the record of the corps and the testimony of the heroes of the navy for that evidence which commends it to the continued encouragement and support of a generous government?

Respectfully submitted, by your obedient servant,

J. ZEILIN, *Colonel Commandant.*

Hon. GIDEON WELLES,

Secretary U. S. Navy, Washington, D. C.

HEADQUARTERS MARINE CORPS,

Paymaster's Office, October 19, 1864.

SIR: I enclose herewith estimates, in triplicate, for pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates of the United States marine corps, for the fiscal year ending June 30, 1866.

The estimates now presented exhibit an increase of two hundred and forty-nine thousand seventy-nine dollars and sixty-five cents over those submitted for the present fiscal year, as follows:

Increase in pay, &c., of officers placed on the retired list, but retained on duty.....	\$10,068 00
Increase in pay of enlisted men, per act of June 20, 1864.....	138,576 00
Increase in pay of messenger to commandant and staff, authorized by the Hon. Secretary of the Navy	435 65
Increase in bounty for enlistment, per act of July 1, 1864.....	100,000 00
Total increase.....	<u>249,079 65</u>

I am, very respectfully, your obedient servant,

J. C. CASH,

Paymaster Marine Corps.

Colonel JACOB ZEILIN,

Commandant U. S. Marine Corps, Headquarters.

Detailed estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates of the United States marine corps, from July 1, 1865, to June 30, 1866.

Rank and grade.	Number.	Pay per month.	PAY.		SUBSISTENCE.		Aggregate.
			Number of servants, at \$22 50 per month.	Total.	Number of rations, at 30 cents per ration.	Total.	
Colonel commandant	1	\$95	2	\$1,680 00	12	\$1,314 00	\$2,994 00
Colonels, (one retired, but retained on duty) ..	2	95	2	3,360 00	6	1,314 00	4,674 00
Lieutenant colonels, (two retired, but retained on duty) ..	4	80	2	6,000 00	5	2,190 00	8,190 00
Lieutenant colonel, (retired)	1	80		960 00	4	438 00	1,398 00
Majors, (one retired, but retained on duty) ..	5	70	2	6,900 00	4	2,190 00	9,090 00
Major, (retired)	1	70		840 00	4	438 00	1,278 00
Adjutant and inspector, quartermaster and paymaster	3	80	2*	4,572 00	4	1,314 00	5,886 00
Assistant quartermasters	2	70	1*	2,244 00	4	876 00	3,120 00
Captains, (one retired, but retained on duty) ..	21	70	1	23,040 00	4	9,198 00	32,238 00
Captains, (retired)	2	60		1,440 00			1,440 00
First lieutenants	30	50	1	26,100 00	4	13,140 00	39,240 00
Second lieutenants	30	45	1	24,300 00	4	13,140 00	37,440 00
Second lieutenant, (retired)	1	45		540 00	4	438 00	978 00
Leader of the band	1	75		900 00			900 00
Sergeant major	1	29		348 00			348 00
Quartermaster sergeant and drum major	2	24		576 00			576 00
Orderly sergeants	70	26		21,840 00			21,840 00
Sergeants, 1st enlistment	90	20		21,600 00			21,600 00
Sergeants, 2d enlistment	80	22		21,120 00			21,120 00
Corporals, 1st enlistment	140	18		30,240 00			30,240 00
Corporals, 2d enlistment	120	20		28,800 00			28,800 00
Musicians of the band	30			9,492 00			9,492 00
Drummers and fifers, 1st enlistment	64	16		12,288 00			12,288 00
Drummers and fifers, 2d enlistment	56	18		12,096 00			12,096 00
Privates, 1st enlistment	2,300	16		441,600 00			441,600 00
Privates, 2d enlistment	700	18		151,200 00			151,200 00
Bounty for enlistment	1,000			100,000 00			100,000 00
Clerks to colonel commandant, adjutant and inspector, quartermaster, paymaster, and assistant quartermaster	10			10,830 30			10,830 30
Steward and nurse in hospital at headq'rs ..	2			1,095 00			1,095 00
Messenger to colonel commandant and staff at headquarters	1			971 40			971 40
Messenger in assistant quartermaster's office, Philadelphia	1			638 75			638 75
Additional rations to officers for five years' service					120	12,264 00	12,264 00
Undrawn clothing						15,000 00	15,000 00
Total				967,611 45		73,254 00	1,040,865 45

*The servant allowance of staff officers is \$23 50 per month.

Respectfully submitted:

J. C. CASH, *Paymaster Marine Corps.*

HEADQUARTERS MARINE CORPS, *Paymaster's Office, October 19, 1864.*

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 18, 1864.

SIR: I have the honor to transmit herewith triplicate estimates for the support of the quartermaster's department (marine corps) for one year, commencing July 1, 1865, and ending June 30, 1866.

These estimates show an increase of those submitted last year, as follows :

For provisions.....	\$33,981 50
For clothing.....	16,290 00
For fuel.....	1,196 00
For military stores.....	1,000 00
For transportation, &c.....	3,000 00
For contingencies.....	15,000 00
For repair of barracks.....	7,000 00
Making an aggregate of.....	77,467 50

The above increase is occasioned by the advance in cost of food, labor, and material, and is believed to be as low as the necessities of the service will allow.

I also transmit the following schedules, in triplicate, of proposals for supplies for the year 1864 :

- Of proposals for rations for the year 1864.
- Of proposals for fuel during the fiscal year ending June 30, 1865.
- Of proposals for rations for part of the year 1864.
- Of existing contracts for supplies for the year 1864.
- Of existing contracts for rations for the year 1864.
- Of existing contracts for fuel during the fiscal year ending June 30, 1865.
- Of existing contracts for rations for part of the year 1864.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Colonel JACOB ZEILIN,
Commandant U. S. Marine Corps, Headquarters.

*Estimate of the expenses of the quartermaster's department of the marine corps
for one year, from July 1, 1865, to June 30, 1866.*

There will be required for the support of the quartermaster's department of the marine corps for one year, commencing on the 1st of July, 1865, in addition to the balances then remaining on hand, the sum of five hundred and fifty-eight thousand two hundred and twenty-two dollars and twenty-five cents.

For provisions.....	\$169,907 50
For clothing.....	239,688 00
For fuel.....	32,626 75

For military stores, viz :

Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments....	16,000 00
For transportation of officers, their servants, troops, and for expense of recruiting.....	25,000 00
For repair of barracks and rent of offices where there are no public buildings.....	15,000 00
For contingencies, viz : freight, ferriage, toll, cartage, wharfage, purchase and repair of boats, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor ; house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repairs of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture	

for officers' quarters, bed sacks, wrapping paper, oil-cloth, crash, rope, twine, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman and porter at hospital headquarters, repairs to fire-engine, purchase and repair of engine hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carry-all, purchase and repair of harness, purchase and repair of hand-carts and wheel-barrows, scavengering, purchase and repair of galleys, cooking stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repair of pumps, furniture for staff and commanding officers' offices, brushes, brooms, buckets, paving, and for other purposes.....

\$60,000 00

Amount required.....

558,222 25

Respectfully submitted :

W. B. SLACK,
Quartermaster Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Ration at 25 cents per ration.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	1,827	33	-----	1,860	1	\$169,725 00
Matron and washerwomen at hospital headquarters.....	-----	1	1	2	1	182 50
Amount required.....	-----	-----	-----	-----	-----	169,907 50

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$60 per annum.....	3,654	\$219,240 00
Twelve hundred watch-coats, at \$17 04 each.....	-----	20,448 00
Amount required.....	-----	239,688 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For colonel commandant	1	36	4	36	4
For colonels	2	36	4	73	
For lieutenant colonels	5	29	4	147	4
For majors	6	29	4	177	
For staff majors	3	29	4	88	4
For staff captains	2	24	6	49	4
For captains	12	24	6	297	
For lieutenants, 1st and 2d	30	16	4	495	
For non-commissioned officers, musicians, privates, washerwomen, and servants ...	1,967	1	4	2,950	4
For matron, hospital headquarters	1	1	4	1	4
For hospital headquarters	1	33	-----	33	
For hospitals at other posts	5	16	4	82	4
For armory	1	30	-----	30	
For mess-rooms for officers	7	3	4	24	4
For offices of commandant and staff, and commanding officers at posts	15	7	-----	105	
For officer of day's room	7	3	4	24	4
For guard-rooms at barracks and navy yards	9	21	-----	189	
For stores for clothing and other supplies ..	3	5	-----	15	
For one-fourth additional on 800 cords, quantity supposed to be required in lati- tude north 39°, which, at \$6 50 per cord, is \$32,626 75			-----	200	
Amount required			-----	5,019	4

Schedule of proposals received for supplies for the marine corps for the year 1864—Continued.

[illegible]

Schedule of proposals received for supplies for the marine corps for the year 1864—Continued.

Bidders.	Class No. 9.																			
	Watch coats, each.	Sergeants' uniform coats.	Corporals' uniform coats.	Musicians' uniform coats.	Privates' uniform coats.	Sergeants' frock coats.	Corporals' frock coats.	Musicians' frock coats.	Privates' frock coats.	Sergeants' woolen pants.	Musicians' woolen pants.	Corporals and privates' woolen pants.	Linen pants.	Fannel shirts.	Linen shirts.	Drawers.	Fannel sacks.	Boys' jackets.	Total bid.	
T. B. Peddie																				
H. Eggeing																				
B. Hall & Co.																				
Seth Bryant																				
W. O. Headley & Son.																				
Francis Sawyer & Co.																				
C. S. Storms																				
A. H. Sylvester																				
Peter Higgins																				
Bent & Bush	\$1 85	\$2 25	\$2 25	\$2 25	\$2 25	\$1 50	\$1 50	\$1 50	\$1 50	\$0 80	\$0 80	\$0 80	\$0 35	\$0 20	\$0 29	\$0 22	\$0 25	\$0 50		
Jacob Reed																				
H. T. Cutter	1 20	1 60	1 60	1 60	1 60	1 50	1 50	1 50	1 50	80	80	80	75	20	20	20	25	75		
Noah Clapp																				
Horstman Bros																				
Hurxthal & Barnum.	1 80	2 16	2 16	2 16	2 16	2 16	2 16	2 16	2 16	1 00	1 00	1 00	37½	24	30½	24	25½	50		
George F. Roedel																				
Henry A. Dingee																				
James E. Bowen																				
William Mathews																				
L. S. Baker	1 75	3 00	3 00	3 00								58	40	2 52			1 50	2 75	75	
Abraham Thorp														pr. doz.			pr. doz.	pr. doz.		
Burk & Lenny																				

W. B. SLACK, Quartermaster Marine Corps.

We certify that we were present at the opening of the bids above named, and find that the following persons were the lowest bidders for the classes named: No. 1. Peter Higgins, No. 2. H. T. Cutter. No. 3. William Mathews. No. 4. Bent & Bush. No. 5. Bent & Bush. No. 6. George F. Roedel. No. 7. C. S. Storms. No. 8. C. S. Storms. No. 9. N. Clapp; but, upon investigation, we find Mr. N. Clapp is an irresponsible bidder in class No. 9, and that Jacob Reed is the next lowest responsible bidder in that class.

AUG. S. NICHOLSON, Major U. S. Marine Corps.
J. C. CASH, Paymaster Marine Corps.

Schedule of contracts for the marine corps for the year 1864.

[illegible]

CLASS No. 5.	
Contractors.	
Coat buttons, per gross.	
Jacket buttons, per gross.	
Vest buttons, per gross.	
Crescent and scale straps, per pair.	
Bullion for ser'gts and corporals, per set.	
Bullion for privates, per set.	
Red worsted sashes, each.	
Yellow binding, per yard.	
Red cord, per yard.	
Sergeant's swords, each.	
Musician's swords, each.	
Drums, each.	
Drum slings, each.	
Batter drum-heads, each.	
Snare drum-heads, each.	
Drum-cords, each.	
Drum-snARES, per set.	
Boxwood fifes, each.	
Total bid.	

Schedule of supplies for contracts for the marine corps, &c.—Continued.

Contractors.	CLASS No. 7.										CLASS No. 8.					
	Brogans, per pair.	Cartridge, boxes, each.	Bayonet scabbards, each.	Per'n cap pouches, each.	Cartridge-box belts, each.	Bayonet belts, each.	Waist belts, each.	Waist plates, each.	Breast plates, each.	Sword frogs, each.	Total bid.	Knapsacks, each.	Haversacks, each.	Canteens, each.	Musket slings, each.	Total bid.
Peter Higgins.....																
William Mathews.....																
Bent & Bush.....																
George F. Roedel.....	\$2 17½						\$0 30	\$0 15		\$0 05		\$2 40	\$0 60	\$0 50	\$0 28	
C. S. Storms.....		\$1 28	\$0 50	\$0 45	\$0 80											
Jacob Reed.....																

Contractors.	CLASS No. 9.																		
	Watch coats, each.	Sergeants' uniform coats.	Corporals' uniform coats.	Musicians' uniform coats.	Privates' uniform coats.	Sergeants' frock coats.	Corporals' frock coats.	Musicians' frock coats.	Privates' fr'k coats.	Sergeants' woollen pants.	Musicians' woollen pants.	Corporals and privates' woollen pants.	Linen pants.	Flannel shirts.	Linen shirts.	Drivers.	Flannel sacks.	Boys' jackets.	Total bid.
Peter Higgins.....																			
William Mathews.....																			
Bent & Bush.....																			
George F. Roedel.....																			
C. S. Storms.....	\$1 85	\$2 25	\$2 25	\$2 25	\$2 25	\$1 50	\$1 50	\$1 50	\$1 50	\$0 80	\$0 80	\$0 80	\$0 35	\$0 20	\$0 29	\$0 22	\$0 25	\$0 50	
Jacob Reed.....																			

W. B. SLACK, Quartermaster Marine Corps.

Schedule of proposals received for supply of wood and coal to the marine corps under advertisement from quartermaster's office, dated May 18, 1864.

Names of bidders.	PORTSMOUTH, N. H.		CHARLESTOWN, MASS.		BROOKLYN, N. Y.		PHILADELPHIA, PA.		WASHINGTON, D. C.		GOSPORT, VA.	
	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.
S. Patterson	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	\$9 00	-----
Sarah Otterback	-----	-----	-----	-----	-----	-----	-----	-----	\$11 50	\$15 50	-----	-----
William H. Barbour	-----	-----	-----	-----	-----	-----	-----	-----	-----	15 00	-----	-----
Patrick Burke	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Joseph Sise	-----	\$24 00	-----	-----	-----	-----	*\$9 50	*\$10 12	-----	-----	-----	-----
Jeremiah M. Mathes	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Alexander Convery	\$12 00	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Felt & German	-----	-----	-----	-----	-----	-----	10 47	10 84	-----	-----	-----	-----
William Day	-----	25 47	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cold Spring Ice and Coal Company, per J. Goodyear	-----	-----	-----	-----	\$11 23	\$12 67	-----	-----	-----	-----	-----	-----
George W. Tucker	-----	25 00	-----	-----	-----	-----	10 95	10 95	-----	-----	-----	-----

* Informal.

The above-named proposals were opened in public and the following found to be lowest, viz: For Portsmouth, New Hampshire, Joseph Sise for coal, \$24 per ton, and J. M. Mathes for wood, \$12 per cord. For Brooklyn, New York, Felt & German, \$11 23 per cord for wood, and \$12 67 per ton for coal. For Philadelphia, Pennsylvania, Alexander Convery, \$10 47 per cord for wood, and \$10 84 per ton for coal. For Washington city, Sarah Otterback, \$11 50 per cord for wood, and William H. Barbour, \$15 per ton for coal. For Gosport, Virginia, S. Patterson, \$9 per cord for wood.

W. B. SLACK, Quartermaster.

QUARTERMASTER'S OFFICE, UNITED STATES MARINE CORPS,
Washington, June 23, 1864.

Schedule of contracts for fuel for the marine corps for fiscal year ending June 30, 1865.

Names of contractors.	Date of contract.	Stations supplied.	What period.	Coal per ton.	Wood per c'd.
Jeremiah M. Mathes.....	June 24, 1864	Portsmouth ..	One year	-----	\$12 00
E. F. Sise & Co.....	June 28, 1864	do.....	*100 tons	\$17 00	-----
Robert Todd.....	July 15, 1864	Charlestown..	One year.	16 00	15 00
Felt & German.....	June 30, 1864	Brooklyn.....	do....	12 67	11 23
Alexander Convery.....	June 8, 1864	Philadelphia..	do....	10 84	10 47
Sarah Otterback.....	June 30, 1864	Washington.....	do....	-----	11 50
William H. Barbour.....	June 30, 1864	do.....	do....	15 00	-----
S. Patterson.....	June 24, 1864	Gosport, Va..	do....	-----	9 00
J. T. Daniels.....	July 7, 1864	do.....	do....	17 00	-----

*Special agreement for 100 tons, and no time contract made.

W. B. SLACK,
Quartermaster.

QUARTERMASTER'S OFFICE, UNITED STATES MARINE CORPS,
Washington, October 18, 1864.

Schedule of proposals for supplying rations to the marine corps during the year 1864, under advertisement from quartermaster's office, dated October 16, 1863, and July 16, 1864, and August 11, 1864.

Names of bidders.	STATIONS BID FOR.					
	Ports- mouth, N. H.	Charles- town, Mass.	Brook- lyn, N. Y.	Phila- delphia, Pa.	Wash- ington, D. C.	Gos- port, Va.
<i>Under advertisement of Oct. 16, 1863.</i>						
N. Hicks Graham.....	\$29 42	\$28 48	\$26 70	\$25 20	\$29 96	-----
J. B. Wilson.....	-----	-----	-----	-----	26 00	-----
Peter Higgins.....	29 41	*28 40	27 10	28 15	-----	-----
N. F. Mathes.....	*29 38	-----	-----	-----	-----	-----
A. P. Hoover.....	-----	-----	30 00	29 50	25 95	-----
Kimberly Brothers.....	-----	-----	-----	-----	-----	*\$27 00
Israel Deming.....	-----	-----	*23 70	*23 70	*22 47	-----
Samuel Reckless.....	-----	-----	26 65	25 15	-----	-----
William Ward.....	-----	-----	-----	-----	-----	31 00
Seranton & Otis.....	-----	-----	27 48	-----	-----	-----
Benjamin Carter, jr.....	39 65	-----	-----	-----	-----	-----
<i>Under advertisement of July 16, 1864.</i>						
Samuel Reckless.....	-----	-----	44 $\frac{1}{4}$	44 $\frac{1}{4}$	-----	-----
J. B. Wilson.....	-----	-----	-----	-----	143 93	-----
Franklin Hall.....	-----	-----	-----	-----	139 00	-----

Names of bidders.	STATIONS BID FOR.					
	Ports- mouth, N. H.	Charles- town, Mass.	Brook- lyn, N. Y.	Phila- delphia, Pa.	Wash- ington, D. C.	Gosport, Va.
<i>Under advertisement Aug. 11, 1864.</i>						
Hall & Hume	-----	-----	-----	-----	*36 38	-----
J. B. Wilson	-----	-----	-----	-----	*37 25	-----

* Per 100.

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, UNITED STATES MARINE CORPS,
Washington, October 18, 1864.

We certify that we were present at the opening of the above bids, and find that the following persons were the lowest bidders: at Portsmouth, New Hampshire, N. F. Mather; at Charlestown, Massachusetts, Peter Higgins; at Brooklyn, New York, Israel Deming; at Philadelphia, Pennsylvania, Israel Deming; at Washington District of Columbia, Israel Deming; at Gosport, Virginia, Kimberly Brothers.

AUG. S. NICHOLSON, *Adjutant Inspector, U. S. M. C.*
J. C. CASH, *P. M. M. C.*

NOVEMBER 19, 1863.

Schedule of contracts for rations for the marine corps for the year 1864, under advertisement from quartermaster's office, dated October 16, 1863.

Names of contractors.	Date of contract.	Rations at Portsmouth, N. H.	Rations at Charlestown, Mass.	Rations at Brooklyn, N. Y.	Rations at Philadelphia, Pa.	Rations at Washington, D. C.	Rations at Gosport, Va.
	1863.						
Nathan F. Mather ...	Nov. 27	*\$29 38	-----	-----	-----	-----	-----
Peter Higgins	Nov. 23	-----	\$28 40	-----	-----	-----	-----
Israel Deming	Nov. 25	-----	-----	\$23 70	\$23 70	\$22 47	-----
Kimberly Brothers...	Nov. 23	-----	-----	-----	-----	-----	\$27 00
<i>Under adv't dated July 16, and Aug. 11, 1864.</i>	1864.						
Samuel Reckless.....	Aug. 5	-----	-----	44 25	44 25	-----	-----
Hall & Hume.....	Aug. 16	-----	-----	-----	-----	36 38	-----

*Per 100.

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, UNITED STATES MARINE CORPS,
Washington, October 18, 1864.

No. 11.

General estimate for salaries and contingent for the Navy Department and bureaus and northwest executive building during the fiscal year ending June 30, 1866.

	Estimate for 1865-'66.	Appropriated for 1864-'65.
Secretary's office—		
Salaries.....	\$47,880	\$47,400
Contingent.....	5,000	3,440
Bureau of Yards and Docks—		
Salaries.....	19,640	19,640
Contingent.....	1,800	800
Bureau of Equipment and Recruiting—		
Salaries.....	13,620	10,740
Contingent.....	800	500
Bureau of Navigation—		
Salaries.....	10,120	10,120
Contingent.....	800	800
Bureau of Ordnance—		
Salaries.....	19,196	17,220
Contingent.....	2,000	1,000
Bureau of Construction and Repair—		
Salaries.....	18,020	16,340
Contingent.....	1,000	1,000
Bureau of Steam Engineering—		
Salaries.....	11,020	10,740
Contingent.....	2,500	1,200
Bureau of Provisions and Clothing—		
Salaries.....	24,620	18,740
Contingent.....	1,500	1,000
Bureau of Medicine and Surgery—		
Salaries.....	10,820	10,540
Contingent.....	800	450
Southwest executive building—		
Salaries.....	4,752	3,960
Contingent.....	6,500	5,000
	202,388	180,630

Summary statement of appropriations required for the navy and marine corps, &c.—Continued.

Heads of appropriations.	Office of Secretary of the Navy.	Bureau of Yards and Docks.	Bureau of Equipment and Recruiting.	Bureau of Navigation.	Bureau of Ordnance.	Bureau of Construction and Repair.	Bureau of Steam Engineering.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Marine corps.	Aggregate.
<i>Hospitals.</i>											
Boston.....									\$8,500 00		
New York.....									14,000 00		
Washington.....									30,000 00		
Norfolk.....									12,500 00		
Pensacola.....									10,500 00		
Memphis.....									7,000 00		
New Orleans.....									5,000 00		\$87,500 00
<i>Magazines.</i>											
Portsmouth.....					\$141,615 00						
Boston.....					16,378 00						
New York.....					439,000 00						
Philadelphia.....					97,210 00						
Washington.....					97,000 00						
Norfolk.....					10,000 00						
Mare Island.....					86,412 00						887,615 00
<i>Miscellaneous.</i>											
Pay of superintendents.....		\$132,120 00									132,120 00
Naval Academy.....				\$115,626 00							115,626 00
Naval Observatory.....				23,333 33							23,333 33
Nautical Almanac.....				33,605 00							33,605 00
Navy Asylum, Philadelphia.....		5,600 00									5,600 00
Support of beneficiaries.....		42,000 00									42,000 00
Miscellaneous stations.....		1,000,000 00									1,000,000 00
Pay of photographer.....					300 00						300 00
Pay of clerks, &c., ordnance department of navy yards.....					15,180 00						15,180 00
	\$650,000 00	6,570,929 00	\$36,300,000 00	971,801 00	9,266,470 00	\$24,605,000 00	\$17,230,000 00	\$14,523,280 75	459,094 00	\$1,599,087 70	112,187,663 28

RECAPITULATION.

Navy proper	\$104,800,503 25
Marine corps	1,599,087 70
Navy yards	3,445,193 00
Hospitals	87,500 00
Magazines	887,615 00
Miscellaneous	1,367,764 33
	<u>112,187,663 28</u>

No. 13.

Estimate of appropriations, under the cognizance of the Navy Department for the support of the navy, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimate of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
For pay for commissioned, warrant, and petty officers and seamen, including the engineer corps	\$23,327,722 50		\$19,423,241 00
For provisions for commissioned, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea service	12,923,280 75		6,415,605 00
For surgeons' necessities and appliances for the sick and hurt of the navy, including the engineer and marine corps	227,500 00		210,000 00
For construction and repair of vessels of the navy	24,530,000 00		25,300,000 00
For fuel for the navy	7,680,000 00		3,840,000 00
For purchase of hemp and other materials for the navy	570,000 00		700,000 00
For ordnance and ordnance stores, including incidental expenses	8,300,000 00		8,300,000 00
For contingent expenses	2,850,000 00		3,531,500 00
For clothing for the navy	1,000,000 00		500,000 00
For equipment of vessels	5,800,000 00		3,000,000 00
For steam machinery	17,145,000 00		28,312,000 00
For navigation	447,000 00		126,000 00
	<u>104,800,503 25</u>		<u>99,658,346 00</u>

No. 14.

Estimate of appropriations under the cognizance of the Navy Department for the support of the marine corps, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
For pay of officers, non-commissioned officers, musicians, privates, clerks, stewards, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for reenlistments.....	\$1, 040, 585 45	-----	\$791, 785 80
For provisions.....	169, 907 50	-----	135, 926 00
For clothing.....	239, 688 00	-----	223, 398 00
For fuel.....	32, 626 75	-----	31, 430 75
For military stores.....	16, 000 00	-----	15, 000 00
For transportation of officers and troops, and expenses of recruiting.....	25, 000 00	-----	22, 000 00
For repairs of barracks, and rent of offices where there are no public buildings for that purpose.....	15, 000 00	-----	8, 000 00
For contingencies.....	60, 000 00	-----	45, 000 00
	1, 599, 087 70	-----	1, 272, 540 55

No. 15.

Estimate of appropriations under the cognizance of the Navy Department for navy yards and other special objects, required for the service of the fiscal year ending June 30, 1866.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1866.	Estimates of the balances of appropriations unexpended on the 30th June, 1864, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1865.
For improvements and repairs at the navy yards and stations.....	\$3, 445, 193 00	-----	\$1, 968, 188 00
For improvements and repairs at the naval hospitals, including the Naval Asylum, and support of beneficiaries.....	135, 100 00	-----	148, 500 00
For improvements and repairs at the naval magazines.....	887, 615 00	-----	232, 020 00
For pay of superintendents, naval constructors, and civil establishments of the navy yards and stations.....	132, 120 00	-----	125, 688 00
For the purchase of articles and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington.....	23, 333 33	-----	20, 000 00
For support of the Naval Academy.....	115, 626 00	-----	101, 831 55
For preparing for publication the Nautical Almanac.....	33, 605 00	-----	25, 850 00
For pay of photographer.....	300 00	-----	300 00
For pay of clerks, &c., ordnance departments of navy yards.....	15, 180 00	-----	-----
For miscellaneous stations.....	1, 000, 000 00	-----	-----
	5, 788, 072 33	-----	2, 622, 377 55

No. 16.

Letter of the Secretary of the Navy, recommending an increase in the number of officers in the several grades of the navy, &c.

NAVY DEPARTMENT, May 20, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of May 18, enclosing the memorial of certain commanders and lieutenant commanders in the United States navy, asking that the grades of captain and commander may be increased, and soliciting the views of the department upon the subject-matter thereof. The vessels of the navy are divided by law into four classes and designated 1st, 2d, 3d, and 4th rates, to be commanded, respectively, by commodores, captains, commanders, and lieutenant commanders, and the latter grade may also be assigned as first lieutenants of naval stations and of vessels not commanded by lieutenant commanders. Of first rates government possesses 26, and 18 commodores on the active list to command them; of second rates 58, and 36 captains; of third rates 153, and 72 commanders; of fourth rates 369, and 144 lieutenant commanders. In addition, there are numerous shore stations, most of which are now filled, as intended, by officers on the retired list. This exhibit would, in my opinion, justify a small increase, and I would respectfully suggest the grades upon the active list shall stand as follows: Commodores, 25, (18;) captains, 50, (36;) commanders, 100, (72;) lieutenant commanders, 150, (144;) lieutenants, 150, (144;) masters, 150, (144;) ensigns, 150, (144.)

This increase would afford an opportunity to introduce upon the active list of the regular navy such volunteer officers as have merited this reward by zeal, ability, and service during the war, and I earnestly invite the attention of the committee to this subject.

In connexion with the question of promotion in the navy, I respectfully call the attention of the committee to section seven of the law approved July 16, 1862, entitled "An act to equalize the grades of line officers of the navy," which requires that in time of peace the vacancies in the grade of rear-admiral upon the activelist shall be filled by seniority. If peace had been declared on the first day of last January, the three senior commodores would have been entitled to promotions to rear-admirals. In a very short time they would go on the retired list as rear-admirals, ranking though junior all the retired commodores, and the next three commodores would have been made rear-admirals by seniority, to be similarly retired in a few years, and thus giving place to others. To remedy this defect in the law before peace occurs, I have the honor to submit the enclosed draft of a law, which also covers the points presented by yourself.

Very respectfully,

GIDEON WELLES.

Secretary of the Navy.

Hon. JOHN P. HALE,
Naval Committee.

Be it enacted by the Senate and House of Representatives in Congress assembled, That in time of peace the number of rear-admirals on the active list shall be reduced by any removal of an officer or officers from that list which may take place by death or otherwise, and such removal shall not be considered as creating a vacancy.

Be it further enacted, That the active list of line officers of the navy shall not exceed nine rear-admirals, twenty-five commodores, fifty captains, one hun-

dred commanders, one hundred and fifty lieutenant commanders, one hundred and fifty lieutenants, one hundred and fifty masters, one hundred and fifty ensigns, and the number of midshipmen now allowed by law, and such acting master's mates, to be hereafter styled mates, as the exigency of the service requires.

Be it further enacted, That of the above number five lieutenant commanders, twenty lieutenants, fifty masters, and seventy-five ensigns shall be made from the volunteer service for the regular service by nomination to the Senate, after such examination as shall be prescribed by the Secretary of the Navy.

Be it further enacted, That promotions to the grade of rear-admiral upon the retired list shall be made in the following manner: A board of not less than three rear-admirals, to be appointed by the Secretary of the Navy, shall select and recommend for promotion three commodores as most worthy by character, ability, and honorable service, from the retired list, one of whom shall be selected by the President and sent to the Senate for confirmation as rear-admiral.

No. 17.

Report of the examination of the graduating class of midshipmen at the Naval Academy in steam engineering.

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING,
November 26, 1864.

SIR: In obedience to your order of the 17th instant I proceeded to the Naval Academy at Newport, R. I., for the purpose of witnessing the proficiency of the graduating class of thirty-five midshipmen in practical steam engineering.

The machinery of the United States screw gunboat Marblehead having been placed in the hands of the class, they performed with it, during a run of about forty miles, all the functions of coal-heavers, firemen, oilers, and watch-engineers; exhibiting quite as high a degree of skill in its manipulation and as much knowledge of the uses of its various contrivances as is ordinarily shown by third assistant engineers on their first entrance into naval service. All the manœuvres of which the machinery was susceptible were performed by the young gentlemen of the class, and in the most prompt and intelligent manner. They evinced great interest in these duties, and showed an aptitude hardly to be expected from the brief experience they had had in so exclusively practical a subject. When, in succeeding classes, this experience is extended over the full length of the term, and with the advantage of special instructions in the purely mechanical action and uses of the various elementary parts of marine steam machinery, it is believed that the graduates of the academy will take with them into the naval service a sufficient degree of knowledge and skill in practical steam engineering to make them competent watch-engineers, and after further experience with the more extensive machinery of the large cruisers, on board of which they will serve, they will be qualified to discharge any duty that may be required afloat of a naval engineer.

As the navy has become, and must inevitably continue to be, almost exclusively a steam navy, sails being used as auxiliary only, it is scarcely necessary to enlarge on the great advantages that would follow from the thorough education of its officers in practical steam engineering. In the origin of navies, the officers were not even sailors, but landsmen, wholly destitute of nautical experience, and placed on board as police, soldiers and artillerists, while everything relating to the sailing of the vessel was with the hands of a distinct organization of sea officers; experience soon demonstrated the disadvantages of so incongruous a system, and the officers, in addition to their duties of soldiers and

artillerists, were instructed in seamanship, and became the navigators as well as the combatants of their vessels. On the introduction of steam machinery, it was necessary to provide a corps of engineer officers for its management, for the same reason that it was formerly necessary to place sailor officers on board, and the locomotion of the vessel fell again into the hands of one organization, while another had control of its battery and police. There seems no reason why on this, as on the previous occasion, the entire duties of the vessel should not be performed by one set of officers, and it is believed the economy and efficiency of the service would be greatly promoted by such a system. It is clearly no more difficult to instruct intelligent and well educated young men in the manipulation of machinery, than in that of sails and rigging. If the addition of seamanship to the other knowledge required in a naval officer could be made, surely a sufficient expertness in practical steam engineering can be added to enable the officer to properly perform the duties of a watch-engineer, especially as the practice of seamanship is, in a great measure, in abeyance on board of steamers when that thorough knowledge of it required with purely sailing vessels can neither be obtained nor is necessary. Again, although the sea officer should never have occasion to put his skill in engineering to practical use, yet it is evident his abilities to perform other duties connected with his profession, as well as his confidence in himself, will be much increased by such knowledge. Under the present system, the sea officer, in a great degree, must feel himself a mere passenger on board a steamer, his deck duties requiring but slight experience, and being of little importance compared with those of the engine-room, besides requiring really less ability for their discharge. By the present system as many engineers as sea officers are required, and with about equal rates of pay. Could the duties of both be combined by one organization of officers, more space would be available in the vessel for military purposes, and the cost of maintaining the navy be considerably lessened.

I would take this occasion to make a few suggestions regarding the course of instruction to be pursued at the academy in steam engineering.

1st. A small workshop should be provided, with lathes, planing machines, vice benches, forges, &c., where some knowledge of the use of tools could be acquired. This should be under the management of a competent mechanic.

2d. A steamer of not less than 700 tons should be attached to the academy, with screw machinery of the best design, and the midshipmen should be exercised in its manipulation, including taking it apart and reconstructing it as frequently and as thoroughly as they are now similarly taught in seamanship. For this purpose there should be specially provided at least two of the best practical and scientific engineers of much sea experience in the management of such machinery. It should be their sole duty to instruct, not only in the uses of the different elementary parts of the machinery, but in the reasons for their particular form and proportions, pointing out the advantages and disadvantages of their various modifications and combinations, and aiming to impart the knowledge in such manner that it may be applied with intelligence and not by parrot-like routine.

3d. There should also be attached a department, under a competent engineer, of mechanical draughting, in which the midshipmen should be taught to properly delineate the elementary parts of machinery, and to make a working drawing of anything his judgment enables him to devise.

4th. A good set of working models of the various elementary parts of marine steam machinery and of instruments should be collected and properly arranged in the academy.

5th. The board of examiners should contain two or more engineers, and the midshipman should be required to be at least as proficient in steam engineering as in seamanship and navigation, to enable him to pass.

6th. The physical sciences of chemistry and metallurgy, and the science of

applied mechanics, should be taught with the greatest care, as essential to sound engineering.

7th. Certain petty officers should be appointed for each steamer, consisting of first rate mechanics, sufficient in number to do all the repairs upon its machinery that are ordinarily practicable at sea with the means on board. They should be distributed in regular watches, as oilers, &c., and their appointment should be permanent, and their pay sufficient to command the best men.

If it be necessary to somewhat lengthen the academic term to embrace the additional studies sketched above, it is believed the result would amply warrant it in the benefit that would result to the country and to the officers personally.

All of which is respectfully submitted by, sir, your obedient servant,
B. F. ISHERWOOD,

Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 18.

*Report on the dock yards and iron works of Great Britain and France by
Chief Engineer J. W. King, U. S. Navy.*

NEW YORK, November 23, 1864.

SIR: While performing the duties of inspector of the construction of all the iron-clad steamers building west of the Alleghanies I received, at Pittsburg, Pa., on the 3d of August last, the following order:

NAVY DEPARTMENT,
Washington, July 25, 1864.

SIR: The Naval Committee of the House of Representatives having recognized the necessity of establishing a navy yard for the construction of iron vessels, the fabrication of steam machinery and the manufacture of armor plates, the department has deemed it advisable to send you to Europe. * *

* * * * * You will accordingly take steam as early as practicable and visit and examine the best dock yards, engine factories, rolling mills and iron-clads in Great Britain and the north of France, and in Belgium if your time will permit. The want of a proper establishment in the United States has become a national misfortune, and to enable the government to act advisedly in the appropriation for so great a work, you will furnish the department, * * * * * embracing, among other things, the arrangement and conveniences of the public and private establishments for carrying on work of this kind, and a description of all the machinery and tools necessary for an establishment such as our government would need. Upon these points it is desirable to have full information.

Very respectfully,

GIDEON WELLES.

Chief Engineer J. W. KING,
U. S. Navy, New York.

In obedience to this order, I sailed from New York in the British North American mail steamer Scotia, August 10, and arrived at Liverpool August 20. Immediately after my arrival in England I put myself in communication with our ministers and consuls, from whom I required assistance.

Soon after my arrival in London, the Hon. Charles F. Adams, minister plenipotentiary and envoy extraordinary to the court of St. James, received in reply to his request for my admission into the dock-yards of Great Britain the following letter:

The Secretary of the Admiralty presents his compliments to his excellency Mr. Adams, and begs to acquaint his excellency that, agreeably with the request contained in his note of the 27th instant, the necessary orders have been given for permitting Chief Engineer J. W. King, of the United States navy, to view her Majesty's dock-yards and other works and manufactories at Woolwich, Sheerness, Deptford, Chatham, Pembroke, Portsmouth and Devonport.

ADMIRALTY, *August 29, 1864.*

On presenting this letter to the officer stationed at the gate of each dock-yard visited, I was escorted to the office of the commanding officer, and at his office was found the order from the admiralty to admit me.

I was then informed that every facility would be afforded for my examination of the yard and all the works within it. It is proper to add that this order was executed fully, and that much time was devoted by the chief officers of the several yards in showing and explaining to me the details of the various branches of employment. It is also proper to say that my intercourse with all the dock-yard officials I met was exceedingly pleasant.

The day after my arrival in Paris, the Hon. William L. Dayton, minister, &c., at the court of the Emperor of the French, made application to the minister of marine to admit me into the imperial dock-yards of France. Seven days after this application the following permit was received :

[L. S.] CABINET DU MINISTRE.—MOUVEMENTS.—ANNÉE, 1864.—MOIS DE 7
ET DE 8.

Marine et Colonies.

Monsieur King, Chief Ingénieur Américain, est autorisé à visiter les établissements de la Marine à Cherbourg, Brest, Lorient, Rochefort et Toulon.

Signature de Porteur.

Le Ministre Secrétaire d'Etat de la Marine et des Colonies,
DE LA RONAIRE LE NOWSY.

J. W. KING,

Chief Engineer United States Navy.

NOTA.—Sur la presentation de cette carte il sera delivré par les prefets maritimes ou par les directeurs hors des ports les permissions nécessaires pour visiter les établissements de la marine.

Access to the private establishments visited was gained by means of introductory letters from gentlemen known to the proprietors or managers of them. I have further to add that my intercourse with the parties I met at these establishments was in every instance pleasant.

From the date of my arrival in Europe until November 1st, the day I left for home, no time was lost, unnecessarily, in discharging the duties assigned me, as will be apparent from the following named public and private establishments visited in different parts of the kingdom of Great Britain and in France, viz :

IN FRANCE.

The Cherbourg dock-yard, engine factories of M. Mazeline and M. Nillus ; the ship-building yard and engine factory of M. Normand, and the Paris Locomotive Works.

IN GREAT BRITAIN.

The dock-yards of Portsmouth, Devonport, Keyham, Chatham, Woolwich, Sheerness, and Deptford.

PRIVATE ESTABLISHMENTS.

The Mill Wall iron ship-building, iron manufacturing, and engine factory establishment; the Thames iron ship-building, iron manufacturing, and engine factory establishment, both located on the river Thames; the several engine factories of Messrs. John Penn & Son, Greenwich, Messrs. Maudslay & Sons and Messrs. Jackson & Watkins, London; and Messrs. Humphrey & Tennant, Deptford; Captain Blakely's gun factory, Blackfriar's Bridge, London; the Armor Plate Mills, forge iron and steel works of Messrs. John Brown & Co.; the Cyclops Works of the same character; the engine works and steam hammer manufacturing establishment of Messrs. Davy Brothers, and the steel works of Mr. Bessimer, all at Sheffield; the gun and tool manufacturing establishment of Messrs. Joseph Whitworth & Co.; the engine and bridge-building works of Mr. Fairbairn, and the Atlas engine factory, all located at Manchester; the hydraulic works, engine and gun factories, of Sir Wm. G. Armstrong; the Gates Head rolling mills, and the iron ship-building yard of Messrs. John Rogerson & Co., all on the river Tyne; the iron ship-building yard and engine factory of Messrs. Napier & Son; the engine factory of Messrs. Todd and McGregor; engine factory and iron ship-building yard of Messrs. Randolph and Elder; the Park Head forge and armor-plate mill; the Lancefield forge; Hyde Park foundry and the smithery of the Messrs. McLelland, all on the river Clyde; the iron ship-building yard and engine factory of Messrs. Laird Brothers, at Birkenhead; the Mersey steel and iron works; the Vauxhall engine works, and the steel ship-building yard of Messrs. Jones, Quiggin & Co., Liverpool.

The following iron-clad ships-of-war were visited :

IN FRANCE.

The Couronne and Magenta.

IN GREAT BRITAIN.

The Minotaur, Northumberland, Agincourt, Achilles, Caledonia, Lord Warden, Pallas, Prince Albert, Royal Alfred, and Valiant; besides three Turkish iron-armored ships building by Messrs. Napier and Son, Glasgow, one Italian iron-armored vessel, and a Prussian of a similar character.

The time occupied in obtaining, through the proper channels, letters to influential parties, and in travelling to the different establishments, located as they are at distant points, and widely apart, reduced the very limited time, named in the order, that I was to remain in Europe, for the examination of the several works, to a minimum. Hence full and detailed descriptions of all the works, although very desirable, is found to be impossible.

The report will, therefore, embrace a brief description of each dock-yard visited, and a description of a few important private establishments, with the names of others.

The description of the machinery, tools and appliances necessary for such an establishment as we need, can only be made clear and comprehensive by drawings of the buildings accompanying. This will be noticed in the conclusion of the report.

DOCK-YARDS OF FRANCE.

The imperial dock-yards of France are five in number, viz: Cherbourg, on the English channel; Brest, near the channel; Lorient and Rochefort, on the Bay of Biscay; and Toulon, on the Mediterranean.

Cherbourg being the most important, it was chosen for examination, time not permitting others to be visited.

CHERBOURG.

The first French port of war and most important dock-yard of France is located on the English channel, nearly opposite Portsmouth. It is an artificial dock-yard, with roads formed by the construction of a great breakwater. The area covered within the walls can be measured from the plans.

The works within and the fortifications without occupied the French fifty-five years, from 1803 until 1858, when the present Emperor opened the basin which bears his name.

The works within the yard consist of three great basins and two minor ones, eight dry docks, eleven building-slips, and twenty-eight substantial stone buildings.

The docks and basins have been excavated from slate quartz of the same formation as that from which the Keyham docks (noticed hereafter) have been excavated. The first or outer basin, known as the "Avant Port Militaire," or Dock Napoleon I, with entrance from the roads, and outlets to the other basins, covers an area of 224,250 square feet. The second or inner basin, known as the "Basin de Flôt," has an area of 218,933 square feet; and the third, known as the "Arrière Basin de Flôt," or Dock Napoleon III, covers an area of 273,000 square feet. The three are connected by locks and gates. Contiguous to the basins are the dry docks; the Avant Port Militaire possessing one, and the Arrière Basin seven. Round the basins are distributed the building-slips, work-shops and storehouses.

At an enormous cost, said on the best authority to amount to 200,000,000 francs for the works of the yard, and 100,000,000 francs for the defences, Cherbourg has been constructed, and it is to be observed that these outlays were made at a period and place when and where the wages of labor were insignificant in comparison to the wages of labor in this country; moreover, convict labor was employed to a great extent. The defences are believed to be the most successful effort of French engineering skill; numerous forts and batteries not only encircle the yard, but also the breakwater; and every other commanding point, both to seaward and in the rear, has been turned to the best account.

Accompanying this report are two ground plans, each drawn to a scale, with explanations; one shows the location of the dock-yard, and the other shows the basins, dry docks, building-slips and buildings.

The basins first claim attention. After the excavations from the slate quartz, they are formed throughout, bottoms and walls, with heavy blocks of granite. In the same manner are the dry docks and building-slips constructed, and the whole are beautiful specimens of masonry.

The Avant Port has no gates or caissons at the entrance from the roads, and into it all vessels first enter, passing afterwards to the inner docks or basins at pleasure. On the south side of the entrance to this basin are the smitheries, the forges, and the machine works, a location and arrangement found to be inconvenient at the present time, as regards the transportation of material to the shops or of machinery to and from the vessels in the basins and in the docks. On the south side of the basin are four building slips, covered with substantial ship-houses—but of ancient date—and one dry dock, smaller in capacity than those attached to the Arrière basin. The ship-houses are 117 metres long by 27 metres high, having ordinary roofs supported by granite columns, some seven feet square and thirty-five feet from centre to centre. Neither on the west nor on the southwest are there any shops in close proximity to the Avant Port.

The smitheries and machine works, shown No. 6 on the plan, are under one

roof, separated by a cross wall; this building is 750 feet long by 70 wide. In the south end are forty-eight smithery fires, ranged on either side with the necessary cranes; four steam-hammers and two tilt-hammers, with four ordinary heating furnances and a crane to each. All the appliances in the smithery are behind the best improvements found in such shops recently constructed. The north end contains the machinery and tools for repairing and fitting the steam machinery of the vessels in the port. The machines and tools embrace the usual kind found in such shops, and are the productions of Whitworth and Rigby, of England, and Mazeline, of France. With one or two exceptions, the exceptions being those of Mazeline, it may be said that they are of a date anterior to the improved machines in the best English engine factories. The dimensions of this shop on the ground floor are: length, 320 feet; breadth 70 feet.

Adjoining this building and at the north end are the iron and brass foundries, under one roof. The iron foundry contains four cupolas, two drying ovens, four ordinary cranes, and other appliances.

At a short distance from the machine works, No. 14 on the plan, is the machine erecting shop. Here all the heavy machinery for the vessels is fitted and put together previous to being placed on board. The building is one story high and 180 feet long by 80 feet wide. It contains one travelling crane, movable on wheels over a floor rail track; one very large lathe, and several large boring, slotting, and drilling machines, besides the erecting attachments. Like the machines in the other shops, they are from patterns prior to recent improvements.

The inconvenient location of these steam factories, as a whole, together with the necessity for more extensive works, containing improved machinery and tools to meet recent changes in vessels-of-war, have led to the erection of other factory buildings on the south side of the Arriere basin de Flôt, which will be noticed presently.

The basin de Flôt is of the following dimensions in round numbers: 945 feet long by 706 feet wide, with a lock-gate entrance of 80 feet.

On the east side of this basin is the ordnance building, containing the small arms and stores, and on the south side are the mast-houses, spar-houses, mould-lofts, sail-lofts, and galleys.

The Arriere basin de Flôt is the great work of the dock-yard; its construction commenced in 1836, and having only been completed in 1858, it was twenty-two years in hand. Its dimensions in round numbers are: length, 1,365 feet; breadth, 650 feet. On the east side of this basin, No. 3 shown on the plan, are the storehouses and offices. On the north side are four dry docks, two of the largest class each, at the bottom 600 feet long by 70 feet wide, and two smaller ones. To the east of the dry docks, No. 15 on the plan, are the boiler-making and copper and tin shops, all under one roof, and separated by longitudinal and cross divisions. The building is one story high, 320 feet long by 118 feet wide. One portion divided into two, longitudinally, is devoted to boiler making, and has an overhead travelling crane in each division to facilitate the movement of heavy weights. Parallel with the boiler making section, and convenient to it, are the heavy boiler making tools, consisting of rolls, punching, shearing, and drilling machines. None of these tools are of the best varieties, besides the shops are minus the steam rivetting machines, boiler-plate planing machines, and many other improved machines of this period, found in the English dock-yards and best English engine factories. In the centre of the building, at the extreme south end of the yard, are the pumping engines and their boilers, for removing the water from the Arriere basin de Flôt and the docks belonging to it. These engines are of short stroke, and geared by means of cogwheels, so as to reduce the velocity of the pumps below that of the engines—an arrangement for pumping water not advisable to be copied.

At both ends of the same building are wood work-shops. The hydraulic works and model rooms are No. 5 on the plan. In the former all work appertaining to pumps and pump gear are manufactured. In the model-room is a plan of the dock-yard and a complete model of it on a large scale, showing all the buildings, basins, docks, and building slips. West a little, No. 32 on the plan, is the reservoir for supplying the yard and the vessels of war in the port with fresh water. The water is received from the same source as that from which the supply of the town is drawn. The west side of the *Arrière basin de Flôt* is occupied with seven building slips and one small dry dock. The slips are formed like those previously named, and are of sufficient capacity to allow the building of any class of vessels, but they have no ship-houses over them. The vessels built on these slips launch into the basin and are brought to rest before reaching the opposite walls by means of rafts pushed before them.

The south side of the basin is occupied by two dry docks of the largest class, capable of taking in any vessel now afloat, besides timber, storehouses, and the steam factories now in course of construction. The new factories are intended to supply the deficiencies before named, but they are not laid out on a scale commensurate with the demands that would necessarily be made on so great a dock-yard as Cherbourg, in these days of steam navigation and armored ships, if the French had not other extensive works. The buildings of the new factories, now nearly completed, embrace those for the machine works, the smithery, and forge, and are doubtless intended for immediate necessities. No new foundry has been commenced. The smithery building is in form of a right angle with legs of equal length, each of which is 175 feet long by 70 feet in width. It is one story high, and, like all the other Cherbourg dock-yard buildings, is constructed of the peculiar soft stone of the locality. It is covered with a metal roof; is properly ventilated, and lighted both from the top and sides. In the centre longitudinal line of the building are judiciously arranged in iron frames the smithery fires, 88 in number, so that the anvils on either side of the building are brought directly under the light of the windows. In one angle of the building are to be erected the steam hammers, furnaces, and other appliances.

The building for the machine works forms an opposite right angle to the smithery, and is of the same dimensions. As yet no machinery or tools have been placed in it.

At the extreme southwest end of the dock-yard are the sailors', marine, and gendarme barracks.

The joiner's shops (No. 9 on the plan) are west of the ship-houses.

The steam saw-mills are No. 10 on the plan. This branch of employment has proved to be one of the most useful and economical belonging to the dock-yard. The dimensions of the building are 850 feet long by 105 feet wide, divided into two parts by a cross wall; one end containing the stores of timber, and the other all the machinery necessary for sawing and working wood into any and all the shapes required in wood ship-building, including the formation of the frames of ships. Many of these machines are the invention of, and were constructed by, the celebrated French engineer M. Normand.

At the extreme south end of the yard are the bakery and provision stores. The bakery is extensive; the building is two stories high, and 685 feet long by 64 feet wide; one of the peculiarities of the French system being that all the bread for the use of their vessels of war is baked in the dock-yards.

No. 33, shown on the plan, is a hydrometer; it measures the rise and fall of the tides continuously, and there is a clear and complete daily record kept of it, from beginning to end of each year. This instrument is the invention of an Egyptian.

Conveniently arranged on either side of the entrance to the *Avant Port* are

coal storages, admitting of coaling vessels without interfering with other work, this can be seen at No. 26 on the plan.

The streets and avenues of the Cherbourg dock-yard are paved throughout with blocks of stone, and rail tracks traverse all avenues leading to or from the workshops, basins, docks, and building slips.

The basins and docks are not provided with steam cranes to facilitate the movement of heavy weights. An imperfect substitute is supplied by a floating derrick within the basins. It is, however, in contemplation to erect cranes and shares in sufficient number and power.

No. 1 on the plan is the quarters of the major general, and number 37, the dock-yard entrance gate and guard-house. Admission to the dock-yard is given to natives by the prefect maritime only. A foreigner cannot pass within the gate without authority from the minister of marine, at Paris, on the presentation of which, with his signature to the prefect maritime, a second written permit passes him over the yard under an escort of a gendarme, unless in unusual cases like my own, when the United States consul was in company.

Cherbourg, in short, is a dock-yard of great engineering skill, and shows what may be accomplished in those cases where nature has done little more than trace the outline and furnish an abundant supply of water. The basin accommodation is very extensive, and the largest basin, the *Arrière de Flôt*, with all the docks attached to it, is designed for the sinking of a small fleet. When the necessity for sinking has passed, the water may be pumped out at pleasure.

It will be seen that there are eight dry docks and eleven building slips, and all of them are available for the simultaneous building of wooden vessels. Altogether, a force of 10,000 to 11,000 men could be advantageously employed within the dock-yard walls. Recent improvements, when completed, will make room for more men, so that it may be said, without exaggeration, that the capabilities of the yard for building, repairing, and equipping vessels-of-war exceed those of our four northern navy yards combined.

The land approaches of Cherbourg, in addition to the redoubts and forts shown on the plan, possess features of an interesting kind. An enemy landing near the place for the purpose of its reduction by siege would have a task before him not offering the faintest hope of success. His every step for miles would be impeded even by a numerically smaller force from behind successive natural field-works, which there would be no carrying by assault. Cherbourg, when created, was regarded by the first engineers of France as a stronghold, both to seaward and in the rear, frowning defiance to the world; but in those days there were no rifled guns, no heavy ordnance, and none of the destructive projectiles of the present day, nor were there any armored ships-of-war. Such changes in naval warfare places Cherbourg dock-yard, at the present period, in the greatest danger when approached by an enemy from the sea. The heavy iron-clads of the British navy could, in a few days after declaration of war between the two countries, steam up to within three or four miles of the works, lay without the breakwater, and leisurely plant shells, from their 600-pounder rifled guns, into the yard, until its buildings would be reduced to heaps of ruins. This dilemma was never thought or dreamed of during the long years of patient study and toil in its construction; but the facts are before them now, and were frankly admitted by the French naval officers I had the pleasure to meet in France. "The best," said they, "that can now be done, is to mount heavy guns in the forts and incur additional expenditure for floating roadstead batteries, but even after that the works within the yard cannot be considered secure, if approached by a powerful enemy from the sea."

TOULON.

In name and tradition Brest has hitherto taken rank next to Cherbourg, but Toulon is now the second imperial dock-yard of France. As before stated, it was not visited under the order, but some years ago I passed three weeks in the town of Toulon, and had access to the dock-yard daily. It differs from Cherbourg in the fact of being formed on a natural harbor and in a more secure position from bombardment. It has three basins, and, at the time of my visit, there were but three dry-docks and as many building slips; but I was informed at Cherbourg that now the dry-docks are nine in number, and the building slips sixteen in number, all of the largest class, besides others contemplated for iron ship building; also, that new steam factories have recently been erected, including a smithery containing 300 fires. Doubtless the greater security felt in the position of Toulon over that of Cherbourg decided the question of placing new and extensive works in the former.

LORIENT.

Lorient takes third rank; and, as a construction yard, it may now be considered nearly equal to any other in France. It is easily approached from the bay of Biscay, and its position on the projecting land between the two rivers—the Scorff and the Blavet—gives it natural advantages that have been recognized and are now being turned to account. Additional factory works have been recently erected, including facilities for iron ship building; and in this yard the two French iron ships were constructed. Some heavy guns have recently been manufactured at the government foundry at Ruelle for the sea defences.

ROCHEFORT.

Rochefort ranks fifth and last, both as a port of war and a yard of construction; yet its capabilities are large. It has no basins, but there are three dry-docks and as many as seventeen building slips. Two of the docks are of large class and one of small class.

The five imperial dock-yards of France, great as their capabilities are, do not comprise all the establishments under the orders of the French government. The private ship-yards at Bordeaux, Nantes, La Seyne, and Havre, the extensive iron mills at Crusôt, the forges de la Basse Indré, the Indret factory, and all the engine factories in France, can be commanded by the minister of marine at a day's notice. He can either take charge of the establishments, order work to be done in them at prices fixed by himself, or at pleasure conscript men from them into the imperial dock-yards.

HAVRE.

The most important marine engine manufactory establishment in France is that of M. Mazeline, at Havre, and the chief productions of the establishment have been the steam machinery for the following iron-clads of the imperial navy: the iron-clads are the Couronne, Normandie, Magenta, Solferino, Flandre, and Héroïne. The Couronne and Héroïne, it may be stated, are iron ships, and the only iron ships of the imperial navy, except some batteries, transports, and despatch vessels. In addition to the steam machinery of those iron-clads, M. Mazeline has furnished the engines and boilers of the imperial yacht L'Aigle, and the engines and boilers of the Amazone, Impetueuse, and Audacieuse of the imperial navy. At present there are in hand, in the establishment, the engines for a large frigate building at Brest, and the engines of several small screw vessels.

M. Mazeline's facilities for the manufacture of steam machinery are considerable. Several buildings, detached from each other, cover an area of twelve acres; and, in addition, there is a boiler-making shop in a different locality from the other works. The works, as in like establishments, embrace the machine and erecting shops, foundries, smithery and forge, pattern shop and boiler shop. Of these, the only ones of note at the present time are the machine and erecting shops. These are combined in one building, which is capacious and convenient for active operations, and are economical in structure. It is, moreover, a form of building which admits of a good distribution of the machinery and appliances, and gives the foreman a better oversight of the workmen and everything within than is afforded in any similar dock-yard building. The cross-section view that is to follow this report will best exemplify its peculiarity. The walls are brick, the roof and framework wood, covered with slate, and the structure one story high. It will be seen that the end walls are carried to the full height and the side walls to the lower elevation of the hanging roof. The lighting is from the lower and upper roofs and from the upper vertical part of the main building. The whole of the central or main part of the roof and framework is supported on two rows of columns longitudinally, and the columns divide the building internally into three separate divisions. They also support the travelling cranes which carry all the heavy weights from end to end of the building. On either side of the columns there is a line of shafting, from which all the machines are driven. The centre division of the building is the erecting shop proper, with the heavy lathes, boring machines, planing and slotting machines, &c., near the columns; the space between these columns, the whole length of the building, is available for putting the engines and other heavy work together. The arrangement is one of great convenience for the moving of heavy shafts, forgings, and castings from the machines, or *vice versa*, by means of the overhead travelling cranes. In the side divisions, under the hanging roofs, are grouped together all the small machinery and tools, and there all the light parts of the engines are fitted and finished. The machinery, tools, and appliances are of good descriptions, and the work executed is of a high character. Many of the tools are the production of Whitworth and Rigby, of England, but several are the invention and manufacture of M. Mazeline. Among the latter may be named two vertical planing machines, with moving tools, worked by screws, having seven feet stroke. Each of these machines is operated by a small engine built in the machine frame vertically, so that the machines are not dependent for driving on the other machinery of the establishment. This is a contrivance admitting of application to all heavy lathes, boring mills, planing, slotting, and other heavy engine factory machines. The advantages are, first, the speed of the machine is directly under the control of the workman; second, in the event of any of the machines being operated after the usual working hours, the main engine, together with the whole shafting of the establishment, do not require to be kept in motion; third, accident to the main engine does not interfere with the working of the detached machines. This last advantage will be best appreciated by those who have witnessed the machinery of an entire establishment standing idle for a whole hour, while a main belt was undergoing repairs. One of the chief machines in the erecting shop is a great lathe manufactured by M. Mazeline at a cost of 87,000 francs. This lathe is geared to move at a speed of from three to fourteen revolutions in the minute, and in it at present is an immense three-throw crank shaft for the engines of the large frigate now building. Those engines, it may be stated, have three side-by-side horizontal back-acting cylinders, the middle one being used solely for expanding the steam from the outside ones. Of the other machines worthy of note is one for turning the wrists of crank shafts of any dimensions by placing the shaft in a fixed position and revolving movable cutters round the wrists. This arrangement obviates the use of immense costly machines for the work, and saves the power

and inconvenience of revolving such great weights from the centres of huge lathes. The dimensions of the building, roughly measured, are 290 feet long by 180 feet wide.

The next building to be noticed is the pattern shop. It is a two-story brick building, very properly located near the drawing-rooms and offices, but separate and distinct from the other buildings, that in case of fire it should not spread unduly. It differs from other pattern shops in having the wood-working machines and pattern-making tools and appliances on the ground floor, and the pattern storage rooms above.

The foundry is badly located, and deficient in capacity and all modern appliances. To remedy these, and meet the demands of increasing trade, the erection of a new foundry has been commenced. The new foundry is to be peculiar in its ground plan and general arrangements, as will be seen from the drawing that is to follow this report. It may be termed two foundries, parallel with each other, and connected by a central passage. Outside of the central passage, on one side, in a house are the cupolas, three in number, and on the other side are the air-furnaces, two in number. Along the central passage the molten metal will be carried from the cupolas to the parallel foundries. The smithery contains four steam-hammers, with the necessary furnaces and cranes. There is also a sufficient number of smithery fires. Neither the building nor its appliances can be said to be up to the requirements of the times.

The boiler shop is really antiquated in respect to fixtures; it does not at all harmonize with the machine and erecting shops. There is no steam-riveting machine, and no appliances to facilitate the movement of weights, such as are found in the best engine factories of England. In short, there is nothing beyond the ordinary boiler-making tools, and the buildings, and the merest sheds. Such is the engineering establishment of M. Mazeline, the first marine-engine builder of France, and member of the Imperial Senate. Near the works of M. Mazeline, and on the same street, are the engine-works of M. Nillus, the second in name and tradition in Havre. They, as near as can be judged by a superficial examination, are on one half the scale of M. Mazeline's. In the total absence of recent improvements, description is superfluous.

There being no more engineering works of note in Havre, a visit to the wood-ship building yard of M. Normand was thought of, and proved instructive. M. Normand is the most celebrated scientific ship-builder in France, and his reputation is acknowledged throughout Europe. He is the inventor of the diagonal system of planking vessels. Unlike our wood-ship building yards, there is attached, on a moderate scale, to M. Normand's yard a machine shop, a smithery, and a foundry. These additions are, however, the work of M. Normand's son, a mechanic and a mechanical engineer, of almost as great celebrity as his father is in ship-building. M. Normand, jr., is the inventor of the wood converting machinery in use in all the French dock-yards, Rochefort alone excepted. That machinery saws ships' frames to any desired curve, and wood-work of all kinds into all shapes, in an efficient, expeditious, and simple manner. Some five years ago the British admiralty sent a commission of dock-yard engineers and others to report on the efficiency of M. Normand's sawing machines in the Brest dock-yards. The commission unanimously recommended their adoption in all the British dock-yards.

In the yard there is at present an aviso on the stocks, planked diagonally inside. On some smaller vessels the system is carried out to the utmost, there being one course of diagonal frame inside, and a course outside without frame. M. Normand has tested boats built in that manner, and thinks he gains as much as fifty per cent. in strength.

The other engine factories in France of repute are M. Armand's at Bordeaux, M. Gouin at Nantes, the Ciotat Company, and the La Seyne Company.

BRITISH DOCK-YARDS.

The dock-yards of Great Britain are seven in number, viz :

Portsmouth, on the Channel; Devonport and Keyham, on the west coast; Woolwich and Deptford, on the river Thames; Chatham, on the river Medway; Sheerness, at the junction of the Thames and Medway; and Pembroke, on the Welsh coast.

PORTSMOUTH.

Portsmouth dock-yard is located on the English Channel, nearly opposite Cherbourg. It is fortified, and the approaches to it well covered. It possesses a capacious natural harbor, and in respect to position, extent of ground covered, and number and capacity of buildings, has hitherto occupied the foremost place among English dock-yards. The area within the walls is greater than any one of the old yards; still the ideas and wants of the present day point, as in the case of other English dock-yards, to indefinite expansion.

The ground plan accompanying this report will give a clear view of the general arrangement of the basins, docks, ship-houses, and buildings now existing, and also of the new works, which are not merely in contemplation, but for the carrying on of which the first votes were sanctioned during the last session of Parliament. The dock-yard has been one of the chief seats of manufactures for the royal navy, and a brief description of its principal workshops will be found instructive.

On the northeast side of the dock-yard is the steam basin, the basin in which steam machinery is put into or taken out of vessels, or where general machinery repairs are carried on. The entrance to the steam basin is from the harbor, through the camber or dry-dock No. 7, hereafter to be mentioned. On the eastern end of the basin is located a pair of box wrought-iron, steam-operating shears, 145 feet high, designed chiefly for hoisting and lowering boilers out of or into vessels. The shears have two main purchases and one crab, with engines to each; these, together with the boiler, are located at a convenient distance from the basin. On the same side of the basin there is, in addition, one large Fairbairn steam crane, having the boiler and engines attached. Besides these appliances for raising and lowering weights, there are on the borders of the basin five Fairbairn cranes, operated by manual labor. On the east side of the basin are the dry-docks, No. 8 and No. 11 on the plan, the first three hundred feet and the second nearly four hundred feet long, measured on the bottoms. On the west side of the basin, and parallel with its greatest length, are the machine, boiler, erecting and copper shops, in one building, under one roof. The building, like the others in Portsmouth dock-yard, is of brick. It is seven hundred and twenty feet long by forty feet wide, measured inside, and two stories high. Entering the first or lower story, the height of which is twenty-eight feet, it is found divided, by cross walls, into five equal compartments.

The boiler shop and boiler-making machines occupy three of the north divisions. The divisions are conveniently arranged and well stocked with a variety of the most superior machinery, tools, and appliances of the present day. It may be briefly stated that there are three wrought-iron over-head travelling cranes; one direct-acting steam-riveting machine; a machine for boring tube sheets, several holes at a time, mathematically correct; a machine for drilling angle irons, six holes at a time; angle iron cutters; radial drilling machines, besides the usual shearing, punching, and bending machines. The machines are all accessible to the boilers under construction. The floor is paved with wood blocks, on end, and under it small blast pipes pass from the fans, with outlets arranged at convenient points for attaching rivet heaters.

The division adjoining the boiler shops is occupied exclusively as a machine

erecting shop; it has but one travelling crane, a few heavy machines, and the usual mechanical appliances. The next or north division, on the ground floor, is the machine shop for heavy work; it is provided with two travelling cranes, and stocked with heavy machinery and tools of the best kind.

Ascending to the second floor of the building, the machine shop is first reached, which is provided with the usual machinery and tools for fitting and finishing light work; and afterwards the coppersmiths' shop, the chemical and store rooms. The coppersmiths' shop contains several tools and appliances not usually found in such places; among them are a circular sawing machine for sawing off, correctly, the ends of pipes, a longitudinal radial drilling machine for drilling holes in the flanges of pipes and cylinders without removing them, and several small overhead railway cranes and other minor appliances. It may be added that the building containing the various shops just named was built originally for a storehouse, and is, therefore, not altogether such a building as would have been designed for the various purposes.

On the south side of the basin are the iron and brass foundries, the pattern shops, the chief engineer's offices, and the drawing rooms. The iron foundry is two hundred feet long by forty-five feet wide, with thirty feet height from the floor to the bottoms of the overhead cranes.

The building is of brick, with an iron frame roof, slated. It is well lighted, and the internal arrangements and appliances are complete in all respects. There are three wrought-iron travelling cranes and three wall cranes, with cast-iron uprights, wrought-iron jibs and tube braces, and three cupolas ranged in the centre of one of the side walls. Convenient to the cupolas are hydraulic lifts for raising the pig-metal and coal to the platforms. At right angles with the building is another of equal dimensions, two stories high. On the lower floor are the foundry cleaning rooms and the foundry store-room. On the upper floor are the pattern shop and pattern store-room, in separate divisions. The pattern shop proper occupies the larger portion of the floor, and is the most perfect, in its detail arrangement, of any shop of the kind I ever entered. A complete and sufficient number of wood-working machines are ranged on one side of the room, and the work benches are on the opposite side. Unlike other pattern shops, there are no tool chests, but each bench contains the workman's tools in its drawers, and to each bench is a parallel vice and a planing spring catch.

The pattern shop storage room has a most perfect distribution of patterns, and the room, and everything in it, are models of cleanliness. The patterns are contained in cases, with iron frames and supports, each case having its special patterns so marked, and each pattern its special mark in plain letters. All the cases are neatly painted and varnished. One man has charge; he remains constantly in the room, keeps a record, and notwithstanding the patterns are millions in number, any one of them can be reached at any desired moment.

The brass foundry is also excellent. It is one story high, one hundred and five feet long by eighty-five feet wide, divided, longitudinally, by a wall with a centre opening, in which are located two cupolas and two air furnaces arranged to discharge the metal into the division prepared for making the heaviest castings. In the opposite divisions are the crucible furnaces, twelve in number. This foundry is the largest and most complete, of its kind, in any of the dock-yards, and in it are made all the heavy brass castings for the other royal dock-yards.

On the west side of the machine and boiler shops are the smithery and forge. These occupy a large brick building, with a metal roof, which is unusually well lighted from the sides; nearly two-thirds of the side area consist of glass. It contains one hundred and ten smithery fires, ranged in a quadrangle, with separate pipes from each pair of fires, discharging the smoke and gas into one common, overhead horizontal pipe, and afterwards into the chimneys at either corner of the building. There are six steam hammers, five of Naysmith's and

one of Morrison's, the largest of these being of sufficient weight to make a shaft fourteen inches in diameter. The hammers are all provided with the necessary furnaces and iron cranes; the cranes supported by and revolving round underground central shafts. The largest one of the hammers is provided with two furnaces opposite each other, the hammer being between them, and there is a steam travelling crane extending from one furnace to the other, directly over the hammer. The furnaces discharge their smoke into an underground tunnel, and thence to a central chimney. In addition to these facilities there are numerous small cranes and other appliances common to such places. Besides this smithery there is another small one on the south side of the basin, not shown on the plan. It contains two small steam hammers and thirty ordinary smithery fires, ranged on both sides of the building, the hammers and anvils between them.

No. 8, on the plan, is the building in which armor plates are prepared for vessels, after delivery from the contractors. It is one story high, one hundred feet long by forty feet wide. It contains one peculiarly constructed heating furnace, which, together with the appliances for handling the heavy plates with the least possible labor, is worth copying. All the work done in the building to the armor plates is that of bending them to fit the required curves of the vessels, and drilling and countersinking the bolt holes. For the latter work radial drilling machines are employed.

This concludes the works denominated steam factories, and no more need be said of them beyond the fact that they are of insufficient capacity, and that the location of the foundries, smitheries, and pattern shops is exceedingly objectionable.

It is proper, however, to add, that rail tracks extend from all the buildings to the basins, and from one building to another, so that weights are readily moved, on carriages, to or from any desired point. The time and money saved by this arrangement are very great. In our navy yards there are no railway facilities, but weights are dragged about by cattle and manual labor.

The insufficient capacity of the steam factories, together with the inconvenient location of some of the buildings, is acknowledged, and it is in contemplation to erect new factories on the location marked No. 11 on the plan.

Leading from the steam basin to the harbor, in a southwesterly direction, is the camber, the large dry-dock spoken of before. It is 644 feet long on the bottom, and has three gates, one at the harbor entrance, one in the centre, and one at the basin outlet. This arrangement admits of the dock being used as two, or one, as may be desired.

No. 9, on the plan, is the saw-mills, which are two stories high. The lower floor contains all the usual heavy sawing machines, while the upper floor is used for other work.

No. 5 is the building containing the block-making machinery invented by the celebrated engineer J. K. Brunel. This machinery is complete and perfect, in detail and in combination, and by it the blocks for all the vessels of the royal navy have been made for more than thirty years.

The only other basin in the dock-yard, besides the one named, is the ship basin, south of the camber, with an outlet directly from the harbor. It is used chiefly for placing vessels in to be fitted out for sea or to be docked. Attached to it are four dry-docks, namely Nos. 2', 3', 4', and 5', shown on the plan. These docks were constructed in the days when ships of war were of short dimensions. They are of the following lengths, all measured on the bottoms. No. 2' is 220 feet 1 inch; No. 3', 270 feet 8 inches; No. 4', 285 feet 4 inches, and No. 5', 208 feet 9 inches. South of the basin is dry-dock No. 1', with inlet from the harbor; its length on the bottom is 229 feet 4 inches. North of the basin is dry-dock No. 6', also with inlet from the harbor; its length on the bottom is 192 feet 8 inches. Dry-dock No. 9' is in the northwest corner of the dock-yard;

its length is 253 feet 4 inches, measured on the bottom. All the docks, building-slips and basins are, as before stated, formed of granite blocks, and are constructed in the most substantial manner.

Between dry-dock No. 9' and the camber are the building-slips, which are five in number. They are in a group, covered with substantial and well-lighted ship-houses. The spaces between the building-slips, under the ship-houses, are paved with wooden blocks on end, and between some of them, in a line with the vessels building, are overhead travelling cranes and steam-hoisting appliances for raising timber to the vessels under construction.

Having now briefly described the buildings and appliances in which the principal mechanical operations are carried on, it will only be necessary to name the other buildings, and to add that all of them have heavy walls and are capacious, and sufficiently substantial to endure for centuries.

These buildings may be best mentioned in the arbitrary order of the plan: No. 1, boiler-house, and No. 3, chief engineer's office; No. 7, engine-house, containing engines and boilers for pumping out the docks; No. 10, guard and store-houses, and No. 12, police station; Nos. 13 and 14, storehouses, and Nos. 15, 16 and 17, timber sheds and wood-work shops; No. 18, officers' houses, in which reside all the principal officers of the yard; and No. 19, admiral superintendent's house; Nos. 20 and 21, storehouses, and No. 22, the building for the officers of the different departments; No. 23, tar-making house; No. 24, water tank, and No. 25, rope-making house; No. 26, mast-making house; No. 27, boat pond or water area, in which ships' boats are floated; No. 28, storehouses; No. 29, rigging and sail loft; No. 30, chain and cable store; and No. 33, gate entrance to the dock-yard.

Such is a brief description of the Portsmouth dock-yard of the present day. What its future is to be, will be best seen from the plan showing the proposed extension.

The following paragraph on the subject will be found instructive:

"A select committee having been appointed, with Lord C. Paget as chairman, to take into consideration the basin and dock accommodation of the United Kingdom, an opportunity is offered for testing the merits of the plans proposed for the extension and improvement of Portsmouth dock-yard, plans of a more comprehensive character than any which have before been submitted to the consideration of the admiralty on that or any similar subject. The projector of this great scheme has not only submitted elaborate designs showing what is required, but he has also explained fully all the difficulties that beset this important question, and the method by which those difficulties may be surmounted. The works for the extension of the Chatham dock-yard, which were designed by the same hands and are now fast progressing, comprise a large amount of work, but the scheme for the proposed extension and improvement of Portsmouth yard is more difficult to deal with, and unless the plans and reports are printed in full for the information of the committee, it will be utterly impossible for the members to comprehend the subject so clearly as they should in justice to its importance. The condensed plan shows the extension in two parts, what is proposed to be done for the present being shown in full red lines, and a portion, which is marked as for "possible future extension," being shown in dotted lines. The entire design as shown on the plan referred to commences at the present steam basin, at the north end of the dock-yard, and extends thence four thousand five hundred feet in a northerly direction, over the narrow water-ways and mud lands of the harbor, including Great and Little Whale islands. At its widest part the plan is upwards of three thousand feet in width. The first part of the plan, shown in full red lines, consists of a tidal basin with an area of nineteen acres, and a depth of water of thirty feet at low spring tides. This basin adjoins the present steam basin and timber ground, and will have a communication with the former through its present north wall. At the head of the basin are shown three

docks, each five hundred feet in length and of commensurate depth. West adjoining this tidal basin is shown a repairing basin, having thirty feet depth of water at high water spring tides, with an area of twenty-two and a half acres, in which vessels could lie afloat during the time they are under repair. At the head of this basin are four berths or slips for ships, with hydraulic lift and its accompanying engines and valves. In front of these two basins and their docks and repairing slips is a channel, leading from the main channel of the harbor, which will have thirty feet depth of water at low-water spring tides. The second part of the plan, shown in dotted lines, consists of a basin of sixty-two acres, containing on its eastern side two docks and four slipways of the largest description, and next to this magnificent basin the plan shows fifty docks or ways for holding vessels high and dry out of the water, to a size reaching three thousand tons.

"The importance of this latter part of the scheme is obvious, when it is considered that, however perfectly an iron ship may be rigged, stored and prepared for commission, when in the first-class steam reserve, she can never go to sea after being commissioned until she has been placed in dock and had her bottom cleaned. A wide deep channel is shown past the front of the new works, from the north end of the dock-yard to Little Whale island, communicating between the deep water channels of Portsmouth main harbor and Porchester lake."

DEVONPORT AND KEYHAM.

The dock-yards of Devonport and Keyham are situated in the west of England, and constitute the western dock-yards of Great Britain.

Devonport dock-yard has existed for more than a century, and it was supposed to answer all the requirements of the line-of-battle sailing-ship period. But, after the introduction of steam, it was thought desirable to create an entirely new dock-yard, namely, Keyham, which is three-quarters of a mile distant from Devonport. Both dock-yards are connected under ground by tunnel, and one general superintendence controls the two. As Devonport is chiefly the department of wood-ship building, storage, &c., whilst Keyham is the department of steam machinery repairs and manufactures, the latter only invites attention. Besides, as Keyham is a modern dock-yard, established not more than ten years, its factories are for that reason greater in extent, and more complete in detail, than those of any other dock-yard in England or France. The ground plan of both dock-yards will show the connecting tunnel, together with the basins, dry docks, building-slips, buildings, and steam factories.

Keyham dock-yard contains two basins and three dry docks, excavated from slate quartz, not unlike that at Cherbourg. These also, like the dry docks and basins at Cherbourg, have their side walls and bottoms formed throughout of granite blocks. The north basin, represented on the plan No. 1, is of sufficient depth to take in vessels of any size afloat. It is now in course of enlargement, at the north end, and when completed will possess all the accommodation that is likely to be required. Around the basin are all the needful mechanical appliances for raising weights to or from the vessels that may be within. These consist of a pair of wrought-iron shears, operated by steam, an iron steam crane, and several cranes worked by manual labor. They are all precisely of the same type as those described as existing around the steam basin of Portsmouth dock-yard.

The south basin, No. 2, is entered from the harbor and also from the north basin. It possesses three attached dry docks. The one shown on the north side, No. —, has recently been enlarged and is six hundred feet in length. As a matter of convenience, to facilitate the movement of weights to and from the vessels in dock, rail tracks extend parallel with either side of the dock, while travelling steam cranes, with boilers and engines attached, pass up and down

the tracks, and perform the work of carrying material to or from the vessels under repair or fitting out. One of the rails of this either side track is laid directly on the edge of the top surface of the dock, and the other on beams projecting over the edge and supported by uprights. The cranes are thus brought within reaching distance of the vessels. The other two dry docks differ only in length, and in the absence of mechanical facilities for raising weights.

The machine works, foundries, smitheries, boiler-making and pattern shops, copper-making and tin-shops, (which in Great Britain are denominated steam factories,) are the chief features of Keyham dock-yard. They are grouped together in a quadrangle, 890 feet long by 580 feet wide. The centre area of the group is a substantially covered space with a slate roof, supported on massive cast-iron columns, and lighted from the top. The roof only differs from the roofs of the principal London railway stations (plans of several accompany this report) in there being vertical projections for ventilation. The covered centre area is formed into divisions by seven longitudinal rows of columns. Rail tracks extend through two of the divisions of the buildings, and provision exists for steam travelling cranes. The whole of the covered centre area admits of being appropriated for workshops, and some of it has been partitioned off and so appropriated. Within these appropriations are the smithery and forge, the coppersmiths' shop, and the boiler-making smiths' shop, the smithery and forge occupying a division at the south end, containing one heavy steam hammer, three small steam hammers, the usual heating furnaces for the hammers, and about sixty smithery fires. The ordinary iron cranes abound, and the smoke and gases from the furnaces and fires are discharged into horizontal overhead pipes, and thence carried to the chimneys. In another division, adjoining the boiler shop and convenient to it, is another smithery, used solely for boiler-making purposes. It contains a small steam hammer, and the usual facilities for such work. In another adjoining division are all the boiler-making tools, machines, furnaces, &c., except the heavy shears, heavy punching machines, and steam riveting machines, which are in the boiler shop. The boiler-making machines are of superior character, and those most worthy of notice are a machine for planing the edges of boiler sheets, (all boiler sheets being planed, not chipped, after riveting;) a machine for cutting several holes at the same time, out of a tube sheet, mathematically correct; a machine for drilling six holes simultaneously in angle irons; a machine for punching holes in boiler sheets, by gauges, mathematically correct; a self-acting shearing machine; superior radial drilling machines, besides all the other machines and tools used in boiler-making.

The coppersmith's shop contains all the usual facilities found in such shops.

Around the covered centre area are located the machine and erecting shops, boiler-making shop, foundries, pattern and woodwork shops, hydraulic works, storehouses, and offices. The machine and erecting shop, represented on the plan at the south side of the group No. 3, is a granite structure, 345 feet long by 65 feet wide. It is divided in the centre by a cross wall, one end, one story high, forming the machine-erecting department, and the other end, two stories high, forming the machine shop. The building is of the same elevation its whole length. In the erecting shop there are three overhead travelling cranes, operated by steam, from the side wall line of shafting, pulleys and belts being used. Here are also the heaviest machinery, a boring mill, a vertical slotting machine, and a machine for planing armor plates. The machine for planing armor plates has four cutters, two to plane the edges and two to plane the top surfaces. There are, besides, several heavy lathes and drilling machines. The machine shop, as before stated, is two stories high. On the lower floor is placed all the heavy machinery, and there all the heaviest work, not prepared in the erecting shop, is fitted and finished. The upper floor contains all the machinery for light work. Both floors are well stocked with machinery, which is of the most improved description found in the engineering establishments of the present day, but there are

no peculiarities in any of the machines or appliances, unless in the armor-plate planing machine. Steam travellers and hydraulic lifts are applied wherever there are weights to be raised from one floor to another.

On the north side of the group is the boiler shop; the building is of brick, one story high, and of the same dimensions as the building just described. It is admirably lighted and the internal arrangements are excellent in all respects. It contains five overhead travelling cranes, two of which are operated by steam; one direct-acting steam riveting machine and heavy shears and punches—all the other machinery being in the covered centre area before mentioned. The heavy machines in the boiler shop are on one side of the building, and the boilers are put together on the other. Rail tracks enter the building for the convenience of placing boilers on trucks, for removal to the vessels or to the covered centre if not required for present use. The foundries are on the east side of the group, and the iron foundry is 180 feet long by 160 feet wide. It is in two longitudinal divisions under one roof; the roof supported up the centre, as shown in the plan accompanying this report. In each division there are two overhead travelling cranes, operated by steam, from a line of shafting. There are also eight wrought-iron cranes, four on each side. Four of the cranes, on the same side as the cupolas, are worked with steam power by means of two vertical engines attached to each crane; the steam is received through pipes carried down the top central bearing; the cupolas, two in number, and one air furnace, are situated in the opening of one of the side walls, so as to be supplied with metal and coal from a house with special accommodations without the foundry; the drying ovens are located on either side of the cupolas. Hydraulic lifts raise all the coal and pig metal to the platforms of the cupolas. Extending through the foundry are overhead railway carriages for the purpose of removing heavy castings from the moulding rooms; the foundry is well lighted both from the roof and sides; the internal and external appliances and conveniences for carrying on the work embody all the recent improvements; and, as a whole, it is one of the most complete iron foundries for promiscuous work existing, that of Sir William Armstrong's excepted. Near the iron foundry is the brass foundry, but, in comparison with that at Portsmouth, it is unworthy of notice. East of the brass foundry is the building which contains the machinery for operating all the hydraulic lifts of the factories. On the west side of the group, No. 4 on the plan, is a granite building 680 feet long by 65 feet wide, and two stories high with loft above. It is the most capacious and beautiful building belonging to the steam factories, and it is unwisely arranged to receive the spare machinery, materials, and stores of various kinds, except the central portion, which is occupied as offices and drawing-rooms. All the works of the factories are operated by a beam engine, driving overhead line shafting for the outside buildings, and underground line shaftings for the buildings comprised in the covered centre area.

It is to be observed that the facilities for moving weights from any or all the buildings around the covered centre area, from those buildings to the covered centre area, and from any of them to the vessels in the basins or docks, or *vice versa*, are of a most convenient character; so complete are the rail-track arrangements and so readily managed the steam cranes, that the heaviest boiler made can be removed from the boiler shop and placed in the hold of a vessel in a single hour. Throughout the dock-yard is an admirable system of road-making; the avenues are all laid with small broken stone mixed with coal tar, which is afterwards pressed down by heavy iron rollers moved by horse power; the mixture is cheap and the travel over it easy and comfortable.

While such are the advantages possessed by the steam factories of Keyham dock-yard, the important fact must not be overlooked that there are some serious defects in the general arrangements of the buildings. In the first place, the granite building facing the north basin, which, it will be remembered, is a store, should obviously have been the erecting shop and machine works; it was

necessary, not only on the ground of the inconvenience of the present arrangement, but because such shop and works are the most important branch, and should have occupied the most capacious building. This acknowledged defect necessitates the building of a new erecting shop, parallel with the present machine works, and between them and the covered centre area. The location of the foundries is also objectionable in consequence of being so far removed from the machine works. In short, notwithstanding the possession of admirable machinery, tools, and appliances of all kinds, the disposition of the buildings has not received the consideration which convenience and economy suggest.

Of the Devonport dock-yard but little need be said. The ground plan shows its single basin, its four dry-docks and its five building-slips. Over one of the docks and over one of the building-slips there are substantially built, well lighted ship-houses; there is also a very good smithery for ship-work, a saw-mill, and the usual workshops and storehouses. The two dock-yards in full operation would provide constant employment for 12,000 men, and with the remainder of the covered centre area, appropriated to the steam-factory department, the number of men might be considerably increased. When Keyham was laid out, the idea was, that its steam factories, unassisted, would provide sufficiently for the wants of a disabled fleet in machinery, while Devonport made good the defects of the ships—*i. e.*, of the wooden ones.

CHATHAM.

This dock-yard is situated on the river Medway, about twelve miles from the mouth of the Thames. It was formerly of the Elizabethan order, but is soon to become the greatest naval establishment of modern times. The old dock-yard proper has a large river frontage, and the several docks, ship-houses, and buildings, together with the necessary avenues, cover an area of eighty-nine acres. All the works are of a substantial kind, and in this country the establishment, as at present, would be extensive, but there, has always been considered second rate.

By a recent act of Parliament, St. Mary's island, adjoining the old dock-yard, and containing three hundred acres, has been appropriated, and new works are now being constructed. The new Chatham dock-yard will, therefore, cover an area of three hundred and eighty-nine acres.

It was after the introduction of iron-armored ships-of-war, and the certainty that the wooden walls of the British navy would be replaced by those of iron, that the admiralty decided to create a great iron constructive dock-yard, having extensive steam factories, docks of greater capacity than previously constructed, and basin accommodations on a large scale. It was also after the introduction of heavy guns, capable of throwing destructive projectiles several miles, that the new works were determined on; therefore, in considering the subject, the first and most important question to decide was that of location. After the examination of many places, Chatham was selected for enlargement because it offered advantages possessed by no other dock-yard or available position. In the first place, Chatham not being on the coast, but far up the river Medway, to be reached by any hostile vessels the defences of Sheerness must first be passed. Secondly, the Medway from Sheerness to Chatham has the natural protection of high land on both sides, readily convertible into positions of defence. Thirdly, on an emergency the river can be blocked; and fourthly, an island in a river affords facilities for wharfrage not attainable on the main land—an important feature when fleets are being fitted out.

In describing the old works of the Chatham dock-yard, as at present existing, it may be premised there are no basins or works denominated steam factories, but for the construction of wooden vessels there is ample provision. Fronting the river are four dry-docks and seven building-slips. The first and largest is

of sufficient capacity to take in a vessel three hundred and ninety feet long, and the second one of two hundred and ninety-five feet; the third and fourth are comparatively small. The dry docks and slips are excavated from soft ground, but piled, and then built throughout with granite blocks in a similar manner to those in the other British dock-yards.

The building-slips are all covered with substantial ship-houses, four of which are grouped side by side, having the appearance of one building, roofed in four spans; they are constructed solely of iron and glass, are beautiful specimens of architecture, affording ample light, and will endure for generations, there being no danger of destruction by fire.

In the intermediate spaces from slip to slip is a sufficient area to prepare materials for vessels building, the whole of which is neatly paved or laid with wooden blocks, making a dry, hard, and comfortable floor, both to work on and travel over.

One of the ship-houses is provided with two overhead travelling carriages, sufficiently elevated to be above the largest vessel constructed. These carriages travel from end to end of the building, and are adapted to pick up timber from the ground, and carry it to and place it in any part of the vessel. There is also a travelling carriage between two of the slips adjoining that last mentioned, used for the purpose of moving timber, which has been or is to be prepared. There are, in addition, minor facilities for the purpose of carrying materials to or from the vessels under construction. The want of basins in the Chatham dock-yard has always been a great inconvenience, the fitting and repairing of vessels taking place in the river where the rise and fall of the tides are considerable, and the room insufficient.

As before stated, there are, as yet, no steam factories in the yard, but there is an old ordinary machine shop, two stories high, and containing a few good machines; there is also a small ordinary iron foundry, containing two medium-sized and one small cupola, a small brass foundry, pattern shop, and boiler-repairing shop. All these shops are used merely for jobbing purposes, and their capacity may be judged by those familiar with the history of our yards, when it is stated that they are about equal to similar shops in existence in the New York navy yard seven years ago. The ship smithery, constructed many years ago, is a brick building, in the form of a quadrangle, with an open middle court, each of its sides being about two hundred and fifty feet in length; its interior floor is paved with cast-iron blocks; the plant consists of one two-turn condir steam-hammer, three small ordinary steam-hammers, and fifty smithery single fires, with necessary cranes and appliances; the smoke is discharged through separate pipes from each of the fires. The plan of the building is good, and if properly lighted and ventilated, with a simple plan of carrying off the smoke and gas, the shop would be unexceptionable. The various other buildings and workshops in this dock-yard are, with two exceptions, nearly identical with those named or described as existing in the other royal dock-yards, the exceptions being a copper-rolling mill and saw-mill; attached to the latter building is an oar-making machine, which turns out all the oars for the vessels of the British navy. The copper-rolling mill contains the furnaces, machinery, and appliances for the manufacture of sheathing and bolts; it has turned out all the sheathing for the bottoms of the vessels of the British navy. In addition to the copper-rolling machinery, &c., there are rolls and facilities for the manufacture of small-sized angle and bar irons. As all this machinery is inferior to similar machinery at present found in the copper-rolling mill of the Washington navy yard, details of it are unnecessary, but it may be instructive to mention that for some years the quality of the British copper sheathing had deteriorated, until it was found to endure only four or five years. To ascertain the cause was the subject of investigation by engineers and chemists for a long period;

and finally the defect was found to be in the quality of the ore used, which was remedied by a more judicious selection and mixture.

The most noteworthy feature at present in connexion with this dock-yard is the construction of a large iron and armored ship in a dry dock. This vessel, the *Achilles*, which has been recently completed, and is now in the Channel fleet, was the first iron ship built in a British dock-yard, and with the exception of the two French iron frigates, *Couronne* and *Heroine*, is the only iron ship built in any public yard. Three ends were in view in the construction of the *Achilles*: first, to determine the relative economy of iron ship-building in royal dock-yards, or by contract; second, to ascertain the mechanical advantages obtained in construction by the position in a dry dock; and thirdly, to obviate the necessity of launching. The dry dock selected for the purpose was the largest one; on one side of the dock, fifty feet from its edge, and extending its whole length, was erected a corrugated iron building, forty feet wide, and one story high; in one end of this building are the furnaces, fires and other appliances for shaping and preparing the frames of the vessels, and in the other end nearest the river are all the machinery and tools for preparing the sheets beams, &c.; the machinery and tools are of the varieties usually found in iron ship-building yards, but of a superior order. The only very heavy machine is the one for bending rolls; the rolls are twenty-six inches in diameter, and sixteen feet long between the journals. On the floor a small hand carriage, with crane attached, traverses over rail tracks, through the centre of the building, carrying materials to the machines and into and from the building; this arrangement saves the labor of many men. The want of sufficient room in the building prevents easy access to the machinery, and it is the only acknowledged defect in connexion with the constructive facilities.

Parallel with the dock in which the *Achilles* was built is an auxiliary workshop, built over a dry dock, the same being floored over; in this improvised shop is the hydraulic machine and appliances for bending and shaping the armor plates, also a large machine for planing their edges; the former machine is similar to that used in all British yards where armored vessels are constructed; a copy of which machine will soon be in use in one of our yards; the latter is of the ordinary moving-table planing machine variety, but is sufficiently large to take in, at the same time, two of the heaviest armor plates; it is provided also with two cutting tools.

Returning to the dock in which the *Achilles* was built: In addition to the mechanical facilities previously named there are as follows: parallel with the greatest length of dock, and on either side, are rail tracks laid similarly to those at the large Keyham dock, and described under the head of that dock-yard; mounted on these rail tracks are four steam carriages, two on either side of the vessel, each of them being provided with a crane-boiler and two engines, all in one frame, and affixed to the carriage; therefore the same power that propels the carriage up and down the tracks revolves the cranes and lowers or raises the weights into or out of the vessel; one of these carriages on either side is adapted for lifting the heavy weights, such as frames, beams, and armor plates, and the other the light weights; the propelling, hoisting, and revolving power is rapid and easy.

The advantages gained by building a vessel in dock, rather than on the slips, are as follows:

1. No weights are required to be raised to elevated positions—an important item in the construction of heavy vessels.

2. All the workmen within and without the vessels come more directly under the eye of the foreman; for, from the edge of the dock, he can, previous to the decks being laid, view all of them.

3. In building the vessel she lies on an even keel; all the work therefore can be fitted to correspond with plumb lines.

4. And most important of all, the severe strain to which long and heavy vessels are subjected in launching is avoided.

In connexion with this subject it is proper to add that the Achilles is an iron-armored vessel of 6,079 tons, and 380 feet long. She has been afloat ten months, and during that time, I am informed on reliable authority, not as much as a wine-glass of water has leaked into her; this is a circumstance unparalleled in the history of ship-building, and, unless she should be run on a hard bottom, there is no reason why she should not remain tight for many years. The perfection of construction is to be attributed to the following facts: that all the frames were accurately shaped, that every sheet in the whole formation was planed on the edges and accurately punched to gauges, so that all holes required to correspond met mathematically correct, every rivet was put in with care and afterwards inspected, and all the metal was of the best refined iron; no ordinary ship plates were used.

Such perfection in materials and workmanship is only to be obtained through good mechanical judgment, and perseverance and patience on the part of the inspectors. The Achilles was the first vessel built by the admiralty in dry dock, and I am particular in mentioning the case because the value of the experience is of the utmost importance in iron ship-building. The strength and endurance of iron ships over wooden ones is acknowledged; it only remained to be proved that they could, of any dimensions, be built perfect: the Achilles is the proof.

Immediately after the Achilles was removed from the dock, a second iron vessel, the Bellerophon, was laid down, and is now well advanced towards completion. So much for the Chatham dock-yard of the present day; what the future of this naval establishment will be may be understood from the accompanying ground plan, where, in that part showing the location of the new works, it will be seen that the whole of St. Mary's island, containing 300 acres, is appropriated; there are to be three great basins; the first, on the west side, being 1,850 feet long and 700 feet wide, with a water area of $30\frac{1}{2}$ acres; the second, or eastern basin, 1,550 feet at its greatest length, with an area of 22 acres; and the third, or middle one, 700 feet long, by 430 feet wide, with an area of 7 acres; all to have a depth of 30 feet at neap tides. Attached to the eastern basin are to be five dry docks—three, each, 500 feet long, and two, each, 400 feet long. The steam factories are to be located on the south side of the basins, and within convenient reach of them, and are projected to cover an area of 504,125 square feet. All the docks will doubtless have ship-houses over them, and be prepared in all respects for iron ship-building. The steam factories are intended to be the greatest of modern times.

Estimated cost of the extension of Chatham dock-yard.

For completing the river wall and embankment to the extent shown on plan, including coffer-dams for executing the work within free from water, and for hired labor necessarily required and superintendence.....	£85, 000
For the materials to be purchased for constructing the locks, basins and docks, including the hired labor necessarily required and superintendence.....	500, 000
For the purchase of materials for factory buildings, including hired labor necessarily required and superintendence, but omitting factory machinery and tools of every description.....	180, 000
For caissons or bridges, bollards, capstans, foundations for shears, penstocks, culverts and wharves.....	82, 000

For the purchase of tools, plants, &c., for the works generally . . .	£10, 000
Add probable cost of dredging the river below the entrance locks to a mean depth of twenty-seven feet at half tides, and a width of six hundred feet	45, 000
Total	<u>902, 000</u>

WOOLWICH.

Woolwich dock-yard is complete in itself for building, repairing, and equipping wooden vessels. It is situated on the river Thames, about ten miles below London bridge, and covers an area of $56\frac{1}{4}$ acres within the walls. Possessing the great river frontage of 4,200 feet, it is necessarily a strip on the river side, the principal thoroughfare of the town of Woolwich being directly in its rear, and on entering the dock-yard gateway, from which an avenue leads, in a straight line, across the dock-yard to the offices of the officials, which are very properly located in the centre. On the left hand, or western side, are the basins, the dry dock, and the steam factories, and on the right hand, or eastern side, are the building slips, dry docks, ship smitheries, armor plate preparing houses, and the usual wooden ship building shops, as in the other dock-yards.

The basins are two in number, an inner and outer one. The outer basin is on the river's edge, and is entered from it; the inner basin, in the rear of the outer, is only accessible through it. The areas of the outer and inner basins are about $3\frac{3}{4}$ and $2\frac{1}{2}$ acres respectively. To the outer basin is attached one dry dock, and around both basins are cranes and appliances similar to those in the other dock-yards.

Parallel with the inner basin, some eighty or ninety feet from it, are the machine and erecting shops. The building is 440 feet long by 47 feet wide, measured inside, divided by a central cross wall having a door in the middle.

One of the divisions, one story high, is the erecting shop, and the other, two stories high, the machine and fitting shop. The erecting shop is similar to that at Keyham, before described, with this difference, that this is less abundantly supplied with machines. Two overhead travelling cranes move weights, as may be required; the machines are grouped together in a corner, the vacant space is therefore available for setting up heavy work. The machine and fitting shop is well stocked with machinery and, tools; but, unlike those at Keyham, these are of old pattern. There has not been any new machinery introduced for some time.

Parallel again with the machine and erecting shops are the smithery, brass foundry, and coppersmiths shop. The smithery is 240 feet long by 80 feet wide, roofed by two spans of iron on cast iron columns. The forge, occupying one end, contains four ordinary steam-hammers, and the accompanying furnaces; the other end is appropriated to the smithery fires, 44 in number, which are arranged in a double row up the centre and single rows under the windows along the sides; the fires discharge their smoke and gases into underground flues and thence to one chimney, and, as is the case in all similar arrangements, the smithery is always filled with smoke; this arrangement, for removing smoke from the building at Woolwich and elsewhere, is a failure. The brass foundry and coppersmiths' shop are situated in a building close to the east end of the smithery, and at right angles to it, divided longitudinally by a wall; at the west end of the smithery is the engine-house, from which the factory machinery is driven.

The area between the machine erecting shop and the smithery, a space of 440 feet long by 60 feet wide, is covered with an iron and glass roof. This area, in case of necessity, admits of appropriation for shops, and at present is used as a store for spare heavy machinery, such as propellers, shafts, &c.; there is an overhead travelling crane for the convenient and ready movement of weights.

The boiler shop, situated sixty and eighty feet west and south of the brass foundry, is a building 230 feet long by 60 feet wide, well lighted and a convenient height for the travelling cranes; the walls are heavy, like those of the other buildings in Woolwich and indeed of all the dock-yards. In addition to one pair of heavy rolls, one steam riveting machine and one rivet-making machine, the shop contains the ordinary boiler-making tools; outside the building, 65 feet from, and facing it, are the furnaces and appliances for heating and bending the boiler plates and angle irons.

Adjoining the boiler shop, on the north side, is the iron foundry. It is 80 feet long by 60 feet wide, of ancient date, and contains nothing of any note; there is an overhead travelling crane, but the revolving cranes, as exceptions to those in the other dock-yards, are, as in the smithery and machine shop, cast iron.

The building slips, six in number, situated at the east end of the dock-yard, are ranged on the bank of the river, having ship-houses over them, which are built in a superior manner; four of iron and glass only, the roofs being of galvanized iron, on wrought iron frames, supported by cast-iron columns. The houses are properly lighted from the roof and sides. The slips are arranged to launch the vessels building on them into the river. At this end of the dock-yard are also two dry docks having entrance from the river, and situated in convenient proximity to the slips, on the south of which are the ship's smithery and armor plate building. The smithery is a fine building, very high, and roofed in three spans, by an iron roof supported on cast iron columns; it contains two small steam-hammers, and fifty-two ordinary smithery fires, ranged in four parallel rows. The smoke and gases are discharged into overhead horizontal pipes. Adjoining the smithery is a small machine shop for ship work exclusively, adjoining which is a small forge containing two medium-sized steam-hammers, with their furnaces and cast iron cranes, supported and revolved on central shafts extending a considerable distance under ground. None of the cranes in Woolwich dock-yard are supported from the top.

The armor plate building is parallel with that last named, and on the side of a convenient avenue; it is one story high, of low elevation, built of corrugated iron and in the form of a right angle; here all the armor plates for the armored vessels building are prepared after delivery by the contractors, the preparation consisting chiefly of heating and bending them to fit the sides of the vessels, drilling and countersinking the bolt holes, and in some cases planing the edges, the planing taking place when the plates do not joint accurately.

Why there is so little to be done to the armor plates in the dock-yard is owing to the contractors planing the edges before delivery, which process, and indeed their whole manufacture, takes place in the presence of government inspectors, stationed where the plates are rolled; there is also a heating furnace into which a carriage passes with an armor plate. When the plate is heated to the extent required, the carriage is removed from the furnace and the armor plate laid hold of by a crane and swung to the press for bending, which is worked by hydraulic power, and is similar to those previously mentioned. The machine for planing the armor plates is not unlike the ordinary planing machines; it has movable tables worked by rack and pinion, with four cutting tools lengthwise and one crosswise. Two of the cutters are placed as in an ordinary planing machine with moving tables, while the other two are attached to the vertical standards to plane the ends of the armor plates, which are secured to stationary plates on the machine. The cutting heads with cutting tools attached are fixed to the table and travel with it. None of the machines and appliances for preparing armor-plates differ materially from those in use elsewhere. The heating furnace is inferior to the one at Portsmouth, the furnace carriage there being mounted on rails, and the furnace itself is a miniature foundry drying oven, the only inconvenience being that the carriage stands in need of renewing frequently.

It would be superfluous to enumerate the other buildings in this dock-yard, as they resemble the buildings in the other dock-yards, previously described.

Rail tracks are not laid in the avenues or through the buildings; weights are moved from place to place on trucks propelled by steam-traction carriages—an arrangement found inferior to the railway system in force at the Portsmouth and Keyham dock-yards.

SHEERNESS.

This dock-yard is situated on the river Medway, and on that side of its junction with the river Thames; it is fortified, and its defences, together with those on the opposite side, were, when originated, intended to protect the entrance to the river.

This dock-yard has been always exclusively employed repairing vessels and fitting them for sea; there are not any extensive steam factories and but one building slip, which is of the second class. There are, however, three basins and five dry docks. The water areas of the basins are, respectively, 3 acres, 2 rods, 5 perches; 1 acre, 23 perches; and 1 acre, 1 rod, 7 perches.

The dimensions of the dry docks are as follows:

Name or number of dock.	Length in blocks at bottom of dock.	Length at top of dock.	Width of entrance.	Depth of water on sill at O. W. H. spring tides.	Depth of water at O. H. M. neap tides.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>
No. 1 dock.....	241 0	253 4	57 7	25 2	20 8
No. 2 dock.....	225 7	251 10	57 8	25 2	20 8
No. 3 dock.....	241 0	253 4	63 5	25 2	20 8
No. 4 dock.....	180 7	203 10	50 3	19 10	15 4
No. 5 dock.....	154 4	196 1	58 7	14 8	10 2

There are a machine shop, iron and brass foundries, boiler shop, and smithery. The machine shop is in a building one story high, two hundred and fifty feet long by ninety feet wide, (roughly measured,) with an interior gallery extending all the way round.

The centre area of this building is appropriated for erecting purposes, and has an overhead travelling crane; the heavy machines are ranged along either side, while under the galleries the lighter machines are placed; the gallery floors are appropriated to small machine work and pattern making.

The iron foundry is about one hundred and fifty feet long by sixty-five feet wide; the plant in it consists of one travelling crane, three iron revolving cranes, three cupolas, and two pits.

The boiler shop is similar in architectural design to M. Mazeline's engine and erecting shop, an overhead travelling crane traversing the centre, whilst the boiler-making machines are distributed along the side passages.

The smithery is of the ordinary kind, and contains two steam-hammers, two heating furnaces, and forty smithery fires.

The saw-mill, wood-work shops, storehouses, and other buildings are similar to those previously mentioned as existing in the other royal dock-yards.

DEPTFORD.

Deptford dock-yard is situated in the outskirts of London, on the river Thames. The entire area, within the walls, is seventy-two and a half acres,

but twenty-five and a half acres are appropriated to the victualling department. For many years the rating of the dock-yard has been third rate, although recently the *Enterprise* and the *Favorite*, two small iron-clads designed by Mr. G. J. Reed, were launched from its slips. It is divided into two parts by a small canal, leading from the river to the boat-pond, where ships' boats are floated; that on one side the canal, covering forty-seven acres, is known as the dock-yard proper; the other side, covering twenty-five and a half acres, is, as before mentioned, the victualling department.

The dock-yard proper contains one small basin, having a water area of one acre, one rod, and eight perches; two small building slips, arranged to launch vessels into the basin; two larger building slips, fronting the river Thames; one large dry dock, and all the workshops, storehouses, and other buildings suitable for the simultaneous construction of four ordinary wooden ships.

The dry dock is three hundred and eighty-eight feet in length on the bottom, and it having a central gate division, two distinct docks of small capacity are at all times available; when so divided, they respectively measure one hundred and ninety-seven feet eight inches and one hundred and ninety feet four inches in length on the bottom. The dock has a substantial and well-lighted ship-house over it.

The building slips are of the following dimensions: Those fronting the river two hundred and ninety-six feet long by sixty-two feet wide, and two hundred and eighty feet long by fifty-two and a half feet wide, respectively; one of those fronting the basin is two hundred feet long by forty-five feet wide. The first two form a pair; the others are detached; all are covered with ship-houses built wholly of iron and glass.

There are neither steam factories, machine shop nor foundries for the repair of steam machinery in the dock-yard. There is, however, a tolerable ship smithery and a fine saw-mill, which, like those in all other British dock-yards, is of two stories—the ground floor being for the heavy and the upper for light work; below, in a range parallel to each other, are six vertical and one circular sawing machines, each possessing from four to six saws; on the second story the machines are not worth particularizing.

The facilities for moving timber into the saw-mill by means of trucks on rails are superior to those of our dock-yards, but the wood-working machines inferior, and far behind the wood-converting machines of M. Normand, of Havre.

The engines and pumps of Sir William Armstrong's hydraulic machinery are located in a central position in the yard, and water-pipes are conveyed under ground to the buildings and cranes; the number of cranes and lifts operated by this machinery being thirty-six, and the convenience of the arrangement is complete. It is to be regretted that time did not permit of examination for detailed description.

The victualling department is conveniently laid out for the preparation of and packing food and clothing for the royal navy. The branches are, first, the mills for the preparation of flour and oatmeal; second, the bakery, in which machinery is employed for baking purposes; third, the chocolate mills, where the berries are prepared for use; fourth, the coffee mills; fifth, the mustard mills; sixth, packing-rooms; seventh, buildings in which meats are prepared and packed; eighth, provision stores; ninth, clothing and packing stores; and, tenth, cooperage. The last mentioned covers a considerable area, with various buildings, and casks, barrels and boxes are there manufactured to contain the provisions. At present, the cooperage work, with the exception of the sawing, is performed by hand, but machinery for this purpose is under construction.

This concludes the list of dock-yards visited, embracing all belonging to Great Britain, except Pembroke, which is located on the coast of Wales, and is, as I was informed, on authority, exclusively a wooden ship-building yard.

In connexion with the subject, it may be mentioned that all the principal

officers of the dock-yards of Great Britain have residences provided for them within the walls.

These officers are, in all cases—1st, the admiral or commodore superintendent; 2d, the master attendant; 3d, chief engineer; 4th, surgeon; 5th, master shipwright; 6th, storekeeper; and 7th, accountant. In all the dock-yards the chief engineer and master shipwright preside over distinct departments; the chief engineer has all the machinery of the yard and the steam factories under his charge, and the master shipwright all the wooden ships under construction and shops, &c., appertaining to wooden ship-building, inclusive of the ship-smithery and machine tools for smiths' work. The chief engineer is selected from the list of the regular engineers of the royal navy, and when placed on dock-yard duty is never again required to serve afloat; his pay is £650 per annum, with house rent and repairs allowed, and at a fixed age a liberal retiring pension.

Briefly described, such are the dock-yards of the British navy; all of them are well worthy of careful inspection, and in some the "*tout ensemble*" is very imposing.

At present the total area of ground covered by the several dock-yards exceeds 500 acres, possessing basin accommodation of $36\frac{1}{4}$ acres water area; 32 stone dry docks and 31 building slips, having substantial ship-houses over them—all exclusive of Pembroke.

When the yards now in process of enlargement are completed, the total area of ground covered by them will exceed 1,000 acres, having $137\frac{1}{4}$ acres water area of basins, 44 stone dry docks, and as many building slips as may be required. All other preparations for building and equipping fleets are proportionate and comparatively gigantic. The steam factories have been, and are, employed to keep in repair, and in some cases to remodel, the steam machinery of the fleets. At present, as hitherto, the ships of the British navy are engined by the extensive private factories of Messrs. Penn & Sons, Messrs. Mauldslay & Son, Messrs. Humphrey & Tennant, and Messrs. G. Rennie & Son. The armor plates are produced at the following extensive iron works, viz: the Mill Wall, Thames, Cyclops, Mersey, Park Head, and Park Gate Companies, all of whom compete for the government contracts. The iron ships, with two exceptions, viz., the Achilles, built, and the Bellerophon, building at the Chatham dock-yard, have been and are constructed by the Mill Wall iron ship-building and iron manufacturing establishment, the Thames Company, Messrs. Napier & Sons, and Messrs. Laird Brothers. All these works are very extensive, and such as are not to be found out of Great Britain.

The ordinary constructive capabilities of either the Mill Wall or Thames Company are above 25,000 tons of the largest vessels, in hand and progressing simultaneously.

At the time of my visit to the Mill Wall yard there were ten heavy iron vessels on the stocks; the largest being her Britannic Majesty's ship Northumberland, 6,621 tons, on which 1,200 men were then employed; 4,500 men being the number at work in the yard. These four establishments represent, however, but a very small proportion of the vast resources of the kingdom in iron ship-building, iron manufacture and engine making; in the event of war the British admiralty could have at command and employed in the construction of iron ships more than forty extensive iron ship-building yards, and as many engine factories, besides any number of iron rolling mills. Yet, notwithstanding the number of private works at command, and the facilities afforded by them for the construction of iron vessels and manufacture of steam machinery, the British government do not intend to rely solely on them for their future iron-armored ships-of-war.

Chatham dock-yard will be kept continuously employed in the construction

of iron vessels, and when the enlargement of the yard and the new docks and factories are completed, the construction of five iron vessels of the Warrior class, with all the necessary machinery for them, can go on simultaneously.

THE IRON SHIP-BUILDING YARDS OF GREAT BRITAIN.

These yards are located on the rivers Thames, Clyde, Mersey, Tyne, Wear, Tees, Avon, &c.

On the Thames there are several extensive yards, but the two most important are the Mill Wall and Thames Companies. The annual productions from the Thames yards are, in the aggregate, 117,000 tons of iron vessels.

The yards on the Clyde are 33 in number, and the productions from them, during the year 1863, were 170 iron vessels, with an aggregate of 120,700 tons.

On the Mersey, iron vessels are turned out to the aggregate of 80,000 tons annually; on the Tyne, 51,236 tons; the Wear, 25,000 tons; and the Tees, 15,000 tons—making a total annual aggregate of 408,996 tons constructed on the above-named rivers. Iron vessels are also built at Bristol, Belfast, and other places. The total tonnage of iron vessels built this year, 1864, in Great Britain, cannot fall short of 500,000 tons.

The yards visited have previously been named, and brief statements of them will now follow.

THE MILL WALL COMPANY.

The company existing under the above name is the most extensive in England; ships are not only built, but the iron, including rolled armor plates, for their construction, and the steam machinery to be placed in them, is chiefly manufactured on the spot. A full description of so important an establishment would be desirable if the general plan of the works were good, and the detail arrangements complete; but both are faulty. Formerly, the establishment was owned and carried on by Scott Russell, esq., and in it the Great Eastern was built. Since that time many alterations and additions have been made, partly originating in necessity consequent upon different varieties of employment, and partly from different views of the requirements entertained by the respective managers; so that at present it is, in common with many establishments, grown large from small beginnings, made up of permanent and make-shift additions; therefore a brief statement will suffice.

As previously stated, the works are situated on the river Thames, nearly opposite the Deptford dock-yard, cover an area of 27 acres, have a frontage on the river of 1,900 feet, employ 4,500 men within the walls of the yard, and the capital of the company is £500,000.

A public street divides the establishment into two almost equal parts; one division of which (that on the river side) is devoted principally to ship-building, and the other to manufacturing purposes.

In the former, the ships under construction are built on launching-ways pointing to the river, the largest being built in an excavation, and in their rear are the several shops and sheds containing the machinery and tools common to iron ship-building; the machine and erecting shops; foundry and copper shops; wood-work shops, for preparing the decks, cabin and joiners' work; and the armor-plate bending and preparing shop. In the latter, on the opposite side of the street, are the rolling mills, the forge, the armor-plate mills, boiler shop, armor-plate planing shop, and smithery.

In this yard, as with a few exceptions in all the private yards of Great Britain, the vessels are built in the open air, having no houses or covers over them. The machine and erecting shops are two in number, one of similar architectural design to that of M. Mazeline, at Havre, the interior arrangements

being identical, and it is well stocked with the heaviest and best description of machinery and tools. The foundry is old-fashioned, and in its present state crowded, but a new one is in contemplation. The forge is in a building, having an iron frame and slate roof, supported on iron columns, containing six heavy steam-hammers, with the necessary furnaces, and iron cranes to each, all revolved around central shafts. In this forge all the heavy shafts and other forgings are made for the machinery and the vessels constructed by the company. Besides the steam-hammers in the forge, the smithery contains several smaller ones and 97 smithery fires, all of which were in active operation at the time of my visit. The rolling mills are divided into four compartments: 1st. The roughing mill, in which the scrap and puddled bars are worked up and prepared for the other mills and steam-hammers. 2d. That for the manufacture of angle and bar iron. 3d. For armor plates.

In these mills the armor plates, frames, beams and plates of all dimensions used in iron ship-building are rolled. There are no peculiarities in the construction of the works belonging to these mills, neither do they differ from other iron mills except in the absence of puddling furnaces. The productions of the mills are manufactured chiefly from scrap, but puddled bars enter into the mixture for a variety of work, and, when used, is purchased for the purpose.

THE THAMES COMPANY.

These are also most important works, ranking next to the Mill Wall Company, and are distinguished by the same peculiarity; both being iron works, iron ship-building yards, and steam-engine manufactories. From the pig metal, scrap and bar iron entering the gates, steamships of any class are produced; first making the material, and from it the ships—a combination peculiar to these great yards, and not to be found elsewhere either in Great Britain, on the continent, or in this country. On their own rolling mills, forges, foundries, machine and other works, they can at all times rely for material.

The only difference between the organization of the Mill Wall and Thames Works is, that the latter are not prepared to roll armor plates. This company built the *Warrior*, the first British iron-clad; since then, the *Minotaur*, one of the largest and most powerful vessels afloat, and the *Valiant*, both British iron-clads; the Russian battery, *Pervenetz*, 2,800 tons; and are now building the Spanish iron-clad frigate *Victoria*, of 4,860 tons, and a Turkish iron-clad, of 4,222 tons. The armor plates for the *Warrior* were forged by the Thames Company's Works; after the construction of that vessel the admiralty decided to receive only rolled plates, so that the company is depending on other mills in this regard only. These works are located on the river Thames, near the Victoria and East India docks. A small creek very conveniently divides the work into two parts, and into this creek the ships built on the upper slips are launched, whilst those on the lower ones are launched into the river Thames.

Seven or eight heavy ships under construction, with all work belonging to them progressing simultaneously, is not unusual in the yards of either the Thames or Mill Wall Companies.

MESSRS. LAIRD BROTHERS.

This ship-building yard and engine factory, located at Birkenhead, is compact and complete. It covers an area of about 15 acres, and has a frontage to the river of some 900 feet; in it at the time of my visit were six vessels on the stocks, one of which was her Britannic Majesty's iron-clad frigate *Agincourt*, of 6,621 tons. The peculiar feature of this yard, and one rarely to be found in private establishments of the like nature, is the attachment to it of two large, permanent stone dry docks for the construction of or repairing vessels. These

docks are each 410 feet long inside, and 85 feet wide, and of sufficient depth to take in the largest class of vessel afloat. In one of them the Agincourt is under construction, and over this dock a handsome and well-built ship-house, constructed entirely of iron and glass, and roofed with galvanized, corrugated iron, longitudinally, by ten semicircular spans of $20\frac{1}{2}$ feet radius each; under each of these, extending across the dock, is a beam, and under the beams, central and longitudinally, is a girder, all of wrought iron, and joined together; the whole weight, including roof and all attachments, is supported on cast iron columns resting on stone foundations inside and close to the side walls of the dock. The house is lighted from the top and from either side; secured to the supporting columns on both sides are projecting arms, on which rail tracks are laid, several feet above the vessel, and on these rails two wrought iron travellers, each of 90 feet span, travel from end to end of the dock, and on these travellers are carriages to accommodate movements across the vessel as desired, so that all possible facilities are at command, to move and place frames, beams, plates or armor blocks of any weight to any desired position in or about the vessel with the least possible labor. Altogether, the arrangements and facilities for building a heavy iron ship are of the most superior order, and have advantages over similar arrangements in Chatham dock-yard, in the addition of a well-built, properly lighted, and fire-proof building, to protect the vessel and the workmen either from storms or the heat of the sun.

Parallel with this dock, and near it, is the building in which the machines for shearing, punching, drilling and preparing the plates, frames, &c., are situated; they are of the class usually found in such yards, with one exception, viz: a very large machine for planing the edges of ships' plates; it is 36 feet long, has a moving and revolving tool, which cuts both going ahead and back, and is capable of planing a plate 33 feet in length. There is also an immense pair of rolls operated by steam power, the barrels being 18 feet in length by 28 inches in diameter.

The building slips occupied are of the following respective lengths: 230 feet, 240 feet, 250 feet, and 400 feet. The extreme left of the works is a timber yard, behind which, and near the docks and building slips, are grouped the erecting, fitting, millwright, pattern, smith's and boiler shops, rigging and mould lofts, the sheds containing the armor-plate bending, planing and drilling machinery, and the furnaces and tools for preparing the materials for the vessels building on the stocks.

The principle of, and which is carried out by this firm is, that iron ships, on a great scale, should be constructed in docks—such to have strong, well-built, and properly lighted and ventilated ship-houses over them; also all appliances requisite for moving weights, the advantages of which have heretofore been shown in description of Chatham dock-yard.

MESSRS. NAPIER & SON.

This iron ship-building yard and engine factory, situate at Glasgow, has been established many years, and possesses a world-wide reputation. The establishments are distinct, and two miles apart, the yard being on the river Clyde, the factories in the city; the latter comprising two machine shops in different streets, adjoining one of which is the boiler shop; the smithery and foundry in another and separate localities. These several shops having been established at various times to meet the increased demands are, as a combination, necessarily not such as would be constructed at the present time. The ship-yard is, however, in many respects, a superior one. It is in the form of a parallelogram, is surrounded by brick walls, and possesses sufficient river frontage to admit of the simultaneous construction of four large vessels. Parallel with the river, and fronting the bows of the vessels under construction, is a build-

ing 250 feet by 200 feet, containing the ship-building machinery, which is roofed in four spans, and is well lighted and ventilated ; it contains one heavy machine for planing the edges of ships' plates, and another for planing butts, both provided with moving tools ; two pairs of heavy rolls, and all the improved shearing, punching and drilling machines, and other appliances.

Near this last-mentioned building is a properly arranged and well-lighted smithery, containing one small steam-hammer and forty smithery fires. The other buildings containing the various machinery and appliances, including the usual amor-plate bending machines, are judiciously placed. The firm is now engaged in the construction of three iron-clad vessels for the Turkish government, of the same type and class as the British iron-clad Valiant.

The iron ship-building yard of Messrs. Thomson adjoins the Messrs. Napier's, and not far distant is that of Messrs. Randolph & Elder's, both occupying prominent positions in the trade. The engine factory of the latter-named firm is located in the city of Glasgow ; the machine and erecting shops belonging to it are both in design of building and in character of machinery and appliances, superior to others on the Clyde, but, in common with nearly all the Clyde establishments, there is no foundry attached to it ; the foundry business on the Clyde being a separate and distinct branch. This firm are noted for their spécialité in constructing double-cylinder expansive engines, both cylinders being steam-jacketed, the steam from the boiler superheated and received directly into the jackets.

MESSRS. JOHN ROGERSON & CO.

The yard of this firm is situated at Newcastle-upon-Tyne, and the rolling mills at Consett, thirteen miles distant from the former. The company's mills are employed principally in manufacturing bar and plate iron, and are more extensive than any other of the kind in England.

The iron ship-building yard covers a considerable portion of ground, and has a large frontage to the river Tyne. It is well provided with all constructive facilities, and, as an exception to the general rule in England, is provided with several substantial, well-built, and properly lighted ship-houses.

At the time of my visit there were seven screw steamers on the stocks, and four others alongside the wharf—making, in all, eleven under construction.

STEEL SHIP-BUILDING YARD OF MESSRS. JONES, QUIGGIN & CO.

This yard, located at Liverpool, is, as its name implies, devoted almost exclusively to steel ship-building, and is the only one of the kind existing ; the vessels built in it are, with very few exceptions, constructed entirely of steel ; the frames, plates, beams and masts all being rolled steel, manufactured chiefly from the Bessimer process and by the extensive works of Messrs. Brown & Co., and Cammell & Co., Sheffield ; also works located in Germany. The yard is compact, forming nearly a square, covers an area of eight acres, and has a river frontage on the Mersey of 500 feet. The machinery and tools employed in the construction of the vessels are, in all respects, identical with iron ship-building yards.

This firm was the first to adopt steel for the rigging of vessels, and to make steel masts and spars for vessels of any class. The firm have turned out a large number of steel vessels, and at the time of my visit to the yard, in August last, there were on the stocks building five steel paddle-wheel steamers, each of from 500 to 1,200 tons burden, besides one vessel of large dimensions having iron frames planked with wood. It may be added that the quality of steel used in the vessels building was tested in my presence, the same being selected from the pile by myself, and was found to possess ductility and homogeneity not found in iron ship plates.

ARMOR-PLATE ROLLING MILLS.

The iron rolling mills of Great Britain are numerous, and in various parts of the kingdom. The mills prepared to roll armor plates, four to six inches thick, and of the usual dimensions, (15 feet by 4 feet,) are six in number, hereinbefore mentioned; they are, with one or two exceptions, of recent date, and all are additions to previously existing iron works. In England and France all armor plates for casing iron-clad vessels are made solid, *i. e.*, each plate or block is formed in one solid piece, not laminated or made up of several sheets bolted together. The first armor plates rolled were manufactured by the Park Gate Iron Works, situated near Rotherham, in the west riding of Yorkshire, on the borders of Derbyshire, for a number of batteries constructed for the English government during the Russian war period; those plates were four inches thick, but of comparatively small dimensions. The first iron-clad sea-going ship built for the British navy (the *Warrior*) was cased with plates four and a half inches thick, manufactured by the Thames Iron Works Company, under the hammered process, and as follows: scrap-iron of the best description was selected, piled and hammered into blooms, then rolled into bars six inches wide by one inch thick; these bars were cut up, piled, and again hammered into slabs; several of these slabs were then put together and heated and hammered to the required width, the process being repeated until the plate had attained the necessary thickness and length. Nine hundred and fifty tons of these plates cover the armored portion of the *Warrior's* sides, and of the same quantity used for the armoring of the *Black Prince*; 100 tons were rolled, the balance forged as before. For the Defence and Resistance, all but six plates were rolled.

Subsequently the plate committee, appointed by the British government for the purpose, caused a series of experiments to be made with plates fabricated both by the rolling and hammering process, which fully demonstrated the superiority of the former. An order, consequent upon this deduction, was immediately issued from the admiralty condemning all the hammered plates made for iron-clads then under construction, since which time all plates for the British iron-clads have been rolled.

The largest armor-plate mill, and the one most successful in the manufacture of heavy plates, is that of Messrs. J. Brown & Co.

In all the mills the same method of manufacture is observed and the same type of machinery employed; the only difference being in their capacity. Messrs. J. Brown & Co.'s mills embrace four sets of rolls and eight furnaces, none of the other mills possessing more than one or two sets of rolls and two to four furnaces. The machinery and appliances will be noticed under the head of the Mersey Steel and Iron Works.

The process of the fabrication of rolled armor plates is as follows: Bars of about twelve inches wide and one inch thick are first rolled; five of these are then piled and rolled into a rough slab; two of these slabs rolled into a plate; four of these plates then rolled into another plate; and finally four of these last-mentioned plates are piled and rolled into the finished plate; in very thick plates the piling is carried still further.

STEEL AND IRON WORKS OF MESSRS. J. BROWN & CO.

These works, located at Sheffield, are the most extensive and important of their kind in Great Britain. An idea of their capacity may be formed from the following statistics, taken on the spot: area covered by the principal works, 18 acres, besides additional ground occupied in another locality; number of men employed, 3,024; quantity of coal consumed weekly, 3,600 tons. There are 60 puddling furnaces and 42 steam-hammers, the weight of drop of the largest being 20 tons, with a fall of 8 feet; weight of anvil block being 161

tons; the frame of this hammer is of wrought iron; the weight of drop of second sized hammers is 12 tons, the hammers decreasing in weight until they reach the smallest size in common use. Armor-plate rolls, two preparatory and two finishing sets; the latter are of the following dimensions: 1st set, 8 feet length of barrel, between the journals, by 32 inches diameter; 2d set, the same length by 30 inches diameter.

The establishment is divided into several departments, the principal of which are the steel converting department, the Bessemer process steel department, steel rolling mills, rail mills, railway buffer manufactory, steel forge employed making steel shots and other steel forgings, iron forge armor-plate mills, iron rolling mills, and machine and armor-plate planing and slotting shop.

This establishment is prepared to roll heavier plates than any other existing. One plate for the embrasure of a fortification, measuring $13\frac{1}{2}$ inches thick by 14 feet long and 6 feet wide, was just completed at the time of my visit; there were also many others for Russian fortifications, measuring $7\frac{1}{2}$ inches thick, 4 feet wide, and varying in length from 24 to 34 feet. The two sets of rolls in which these plates were made are situated on a plane and in a straight line with each other, but separated some 25 feet; they are driven by the same machinery, and are connected in the usual manner of working trains of rolls in iron mills. It is in consequence of the long connexion between the two sets of rolls that one set can accommodate plates of such extreme thickness.

MERSEY STEEL AND IRON WORKS.

These works are located at Liverpool, and have long occupied a prominent place in the iron trade. They were originated about the year 1810 by the father of the present able manager and scientific iron master, Mr. William Clay.

At present the works constitute five several departments, viz., the forge, the armor-plate mills, the steel works, the iron rolling mills, and the machine works.

The ground occupied forms an irregular parallel-gram, measuring about 700 feet in length by 500 feet in width; it is divided into three unequal portions by two public streets running north and south and east and west, respectively, but direct communication is maintained between the divisions by means of tunnels under the streets. The space appropriated to the forge covers an area of about 42,140 square feet. It contains eleven steam-hammers, eight of which are Rigby's and two Morrison's; the largest of these hammers is of the following dimensions: width between the upright supporting columns, 25 feet; weight of hammer and piston, fifteen tons; diameter of piston-rod 20 inches, and length 15 feet 2 inches, with a fall of 9 feet. The frame is of wrought iron. The anvil-block is $10\frac{1}{2}$ feet square on the base, $6\frac{1}{2}$ feet in height, and weighs 62 tons. The total weight of this instrument, including bed-plates, frame, and anvil-block, is 130 tons. The second sized hammer has a weight of piston and hammer of eight tons, with a fall of nearly 7 feet; width between upright supports, 14 feet 6 inches; diameter of piston-rod, 15 inches, and 7 feet 6 inches long; height of hammer and frame, 23 feet. The anvil-block is 9 feet square at its base, and weighs $32\frac{1}{4}$ tons. Total weight of metal in the apparatus, including bed-plate, framing, and anvil-block, upwards of 70 tons. Besides these, there are nine other steam-hammers in the forge department, weighing, respectively, three, six tons each; one, five tons; one, $2\frac{1}{2}$ tons; one, $1\frac{1}{2}$ ton, and two of smaller proportions. The furnaces belonging to the hammers are of the usual types; the largest 17 feet, or, including the neck, 24 feet in length and 8 feet wide, with a draught flue 56 feet in height. The cranes are of wrought iron, and unsupported from the top, and, as usual in such forges, there are two to each large hammer. One crane is 24 feet in height above ground; but, being sunk 12 feet in solid foundation below ground, the entire height of the upright shaft is 36 feet. This crane is a double, rectangular, tubular one, constructed entirely of plate iron, each entire side of the tube be-

ing one sheet; on the upper side of the horizontal arm there are two travelling carriages to move the mass of metal held in suspension forwards or backwards. By a combination of these independent motions, all of which may be applied simultaneously, the largest mass of metal can be rotated with the whole fabric and swung round from the furnace under the hammer, and *vice versa*, lifted, poised, or laid down at any desired spot with accuracy. Immediately adjoining the forge department is the building in which the heavy shafts, forgings, and armor plates are turned, planed, and prepared for service. It forms a parallelogram, the dimensions of which are about 200 feet long by 54 feet wide, and is a one-story building of lofty elevation.

As an instrument of application in the way of lifting and carrying, common to such establishments, a high level railway, supported on lofty pillars, runs from end to end of the building, on which a self-acting, travelling crane, capable of lifting thirty tons, traverses the whole length. The entire floor of the building is occupied by heavy machinery and the work appertaining to it. In the central portion of the floor stands a gigantic planing machine, having a travelling table 40 feet long. The southeastern portion of the shop is devoted to the working accommodation of two immense lathes, which are of sufficient length to take in a shaft 65 feet long; they are geared and worked in the usual manner, and in them the heavy crank and other shafts are turned.

This establishment has not any machine for turning pins or wrists of crankshafts like those in the establishment of Messrs. Pen, Maudslay & Mazeline. The southwestern or opposite portion of the shop is occupied by lathes of a similar kind, but of less power and smaller dimensions, although still of such magnitude as to entitle them to the appellation of large.

Immediately to the north of the vast planing machine is one of recent construction, adapted for planing and turning armor plates. This machine is capable of taking in armor plates 20 feet long by 4 feet wide, and of any thickness. The remaining portions of the shop are supplied with smaller lathes, drilling, and slotting machines, and other necessary instruments.

THE ARMOR-PLATE MILL.

As previously stated, the machinery employed in the British armor-plate mills is identical, and the furnaces and appliances similar. A brief description of one suffices for all. The rolls employed and the housings containing them differ from those usual in ordinary plate and sheet-iron mills only in dimensions. The mode of rolling the plates differs in the fact, that instead of the rolls revolving continually in one direction, they are reversed every time the plate is passed between them. This is accomplished, not by reversing the engine that drives them, but by shifting a clutch and throwing out of gear one set of driving wheels to stop the revolutions of the rolls, and again throwing in another set of wheels to produce an opposite motion. To effect this five cog spur wheels are employed, the largest of which is 12 feet diameter by 18 inches broad on the face; the next, 3 feet 6 inches diameter by 18 inches broad, and the rest near the dimensions of the last-named, but varying. The rolls employed in this mill are 30 inches in diameter and 8 feet long in the barrel. The foundations for them are built from a considerable depth of solid stone. On this foundation is a framing of oak, on which is laid a cast-iron bed-plate bolted to the stone foundation; on this bed-plate are secured the housings. The total weight of metal in the whole apparatus, including fly-wheel and shafts, is estimated at 300 tons. The machinery is driven by two short stroke, badly proportioned engines geared at right angles to each other; altogether the whole arrangement is complex, heavy, and unscientific, and so far inferior to the simple, light, and comparatively cheap arrangement introduced by Mr. William McLain into the armor-plate rolling mill of Mr. M. Moorhead, of Pittsburg, Pennsylvania, that any detailed de-

scription would be simply superfluous. The furnaces for heating the plates, situated on either side the rolls, are of ordinary construction, but of large dimensions, the interior area being 14 feet by 9 feet. The plates, after being heated, are conveyed from the furnaces to the rolls on long iron trucks, which travel on grooved tramways on an inclined plane descending to the rolls. The works contain forty-two puddling furnaces, and that portion of them devoted to the manufacture of bar, rod, angle, and plate iron is similar in all respects to other mills of the kind, the only peculiarity being a steam travelling crane, having engine and boiler attached, mounted on rail tracks laid on the surface of the ground through the mill; this is found convenient to pick up, carry, and deposit weights from, to, and at any desired position.

Having thus glanced at what may be termed the plant of the establishment, it may be added that so long ago as 1845 these works forged a wrought-iron gun of 12-inch bore for the United States steamer Princeton, which gun is now lying in the Brooklyn dock-yard. They also, in 1856, fabricated the "Horsfall gun," which, after lying unused for several years, was recently again brought into notoriety by target practice at Shoeburyness. This gun is a smooth-bore muzzle-loader, of the following dimensions: length, 15 feet 10 inches; length of bore, 13 feet 4 inches; diameter over chamber, 3 feet 7 inches; diameter of bore, 13 inches; weight, 53,846 pounds. They have recently forged the Mackay guns, having 8-inch bore. These guns are forged hollow by means of bending broad plates to the proper curve, laid and welded upon a barrel made of rolled staves, and after being turned they are banded with hoops forged hollow and bored out.

FORGES IN GLASGOW.

In this city are two extensive forge establishments, the Lancefield and the Parkhead; the latter comprises also iron and armor plate mills, and may be briefly noticed as follows:

The establishment covers about twelve acres of ground, and is divided into three departments, viz: the forge, armor-plate, sheet and bar iron mills, and that for planing and turning heavy forgings and armor-plates.

The forge possesses thirteen steam hammers, most of which are of Rigby's pattern, the heaviest of them being seven tons weight of drop; the heavy cranes are of wrought iron, and operated by two small steam engines to each. The armor-plate and iron mills under one roof occupy a building three hundred feet long by one hundred and sixty feet in width; the armor-plate rolls are eight feet long in the barrel by twenty-six inches diameter; there are three larger pairs of rolls, and these, together with all other appliances, are of the usual variety found in mills of a like nature. These works turn out a large amount of heavy forgings and armor-plates for the British navy, foreign navies, and commercial purposes, and, when so ordered, turn, plane and finish the plates.

ELSWICK WORKS.

The works under the above name, situated at Newcastle-upon-Tyne, constitute the engine, hydraulic and gun factories of Sir William G. Armstrong. They cover a large area of ground, and occupy many extensive and magnificent buildings.

Through the kindness of Mr. John Rogerson, a highly respected and wealthy iron-master and ship-owner of Newcastle, who accompanied me, I had the privilege rarely accorded strangers of inspecting the whole of the works, and also the benefit derived from the explanation of every peculiarity, in the machinery or otherwise, incident to the manufacture of those particular guns and projectiles. Then and now it was and is a matter of regret that my limited

time in Europe prohibited my remaining in Newcastle sufficiently long to make descriptions, necessarily valuable, of works so interesting and important.

The foundry, but recently completed, is regarded in its entirety as the most perfect in England, or indeed in Europe; the building, by observation about three hundred and twenty feet long and two hundred feet broad, is lighted from the roof and sides during the day, and at night from above by gas.

Three cupolas in a separate building are located centrally outside the rear walls. The cranes from Sir William Armstrong's designs are unsupported by top-bearings, and, together with the lifts, are operated wholly by hydrostatic action; a single boy attendant on each can, by the mere movement of a lever, with accuracy and a rapidity unknown in ordinary foundries, revolve from the cupolas to the pits, lift, poise or lay down any weights the cranes are capable of lifting.

The next noticeable feature is the forge, where all the steel used for the barrels or interior cylinders of the heavy guns is rehammered after it has been received from the steel works. Several steam hammers are contained in this forge, nearly all of the Morrison type and manufacture, the largest having ten tons weight of drop, with a fall of nine feet, to which additional force is given by the admission of steam above the piston, causing a weight of blow of sixty-five tons, an excess of force over any other hammer in Europe, except, perhaps, in the steel works of Herr Krupp, at Essen, in Prussia.

A peculiarity in this forge is a recently constructed furnace of considerable dimensions, in which the heat generated is entirely from gas; the forgings consequently are here brought to welding heats without sustaining injury from the action of sulphur and other deleterious matter contained in coal. The gas for this furnace is manufactured in the works, but the economy of the process at the time of visit my was undetermined; the experiment is, however, considering the difficulty of procuring perfect materials for wrought-iron or steel guns, of considerable importance.

The erecting shop, boiler shop, and ordnance department of this establishment are all superior, and the machinery in them of the best description. The guns manufactured at these works known as the Armstrong guns have frequently been described in books especially devoted to such subjects; also the peculiarities of these and all guns manufactured are known to our ordnance officers; still it may not be uninteresting to mention that now quite a number of guns, denominated six hundred pounders, have already been made, and more are under construction. In these guns the distinctive feature of the Armstrong principle only is retained, viz: the system of banding by cylinders made of wrought-iron coils shrunk on the barrels. These guns are muzzle-loaders, and rifled on the shunt principle; the inner barrel is made from one solid ingot of *cast steel*, rehammered at these works; it is then turned, hooped with cylinders, and trunnioned in the same manner as other Armstrong guns; the bore is 13.3 inches in diameter, and is the entire length of the gun; then closed at the breech by a wrought-iron plug, behind which is a wrought-iron disk, faced with steel and screwed into the breech-piece.

The weight of the gun is 51,296 pounds, and the maximum charge of powder 90 pounds.

THE TOOL AND GUN MANUFACTORY OF MESSRS. J. WHITWORTH & CO.

This establishment, so long noted for the superiority of its machine tools, and recently for the manufacture of ordnance, is situated at Manchester.

It forms two distinct departments, viz: that for the manufacture of machines, and the gun factory, which departments are again divided into others.

The tool factory.

These works occupy several buildings, viz.: the foundry, which is unimportant; the smithery, which, as regards appliances, is singular in containing two sawing machines for the purpose of cutting red-hot bars and rods of iron; and also two forging machines; it has one small steam hammer, and the requisite number of smithery fires.

The erecting shop, or building in which machinery under construction is put together, is a one-story building, about 180 feet by 45 feet, and is lighted from the roof; it contains one overhead traveller, supported on cast-iron columns next the wall; this traveller and its carriage is worked either way by power from a shaft extending the whole length of the building, along which a feather moves, and by it the wheels giving motion to the carriage are turned; there are also two revolving cranes. Another building contains planing machines exclusively.

The machine shop proper: it is about 200 feet long by 50 feet in width, five stories high, and stocked on every story with machines and tools of various types, all of them being, it need scarcely be observed, of the very best description.

The chief feature of this department and what has distinguished it from others in Great Britain is, as before mentioned, the superior character in design, material, and accuracy of workmanship of the machine tools there manufactured. Mr. Whitworth is a celebrated mechanical engineer, and the workmanship at his establishment has attained a state of perfection seldom found elsewhere.

The gun factory.

The Whitworth guns are now manufactured to a considerable extent. The principles of construction of this gun and its distinguishing features may be briefly noted as follows: 1. It is constructed entirely of homogeneous mild cast-steel. 2. The inner barrel is cast hollow and afterwards hammered in that form; then turned and bored. 3. It is hooped with short cylinders, fabricated in the same manner as the barrel, over which at the breech other hoops or cylinders, of a higher quality and harder metal than that composing the barrel, are placed, the trunnions being attached. 4. The cylinders are not shrunk, but forced on cold by hydraulic pressure.

The largest guns are rifled muzzle-loaders, the bore hexagonal, and 9 inches in diameter, extending throughout; the breech is closed by a plug, screwed not only into the inner tube, but also into the hoop or cylinder covering it, and in some instances into the end of three distinct cylinders. The outer cylinders being placed on slightly tapering, and all joined by the plug, it is not possible to blow the latter out.

The materials for these guns are furnished chiefly by the steel works of Herr Krupp, at Essen, Prussia, and great care is exercised in their selection. The guns are fitted and finished with great accuracy, and should bear the strain of the heaviest charges and constant firing for years; if not, the cause will be found either in the form of bore or imperfection in the metal used, or both; for guns manufactured on this plan, having cylindrical bores and from perfect metal, should, if the combined cylinders are respectively of their proper tension, fulfil all requirements.

ENGINE ESTABLISHMENT OF MESSRS. JOHN PENN & SONS.

These works occupy in the marine engineering much the same position as the Millwall company do in iron ship-building, and are the earliest in tradition and first in name and magnitude, not only in England but in Europe.

The works form two separate establishments: one at Greenwich, comprising

the engine factory foundries, and smithery, whilst the boiler manufactory, forming the other, is at Deptford.

I was indebted to the attention of a gentleman connected with the establishment, who accompanied me through the works, for explanations of its peculiarities, but time again prevented my making such close inspection as to enable me to record detailed, correct descriptions of objects of interest in an establishment of such magnitude.

The works at Greenwich cover about nine acres of ground, having within the last few years been greatly extended and partially reconstructed.

The departments, as in like establishments, embrace drawing-rooms and offices, pattern shops, foundries, smitheries, machine shops, and erecting shops. Of these the most noteworthy are the machine and erecting shops, which are located in a one-story brick building, of lofty elevation, roofed in four spans; three rows of columns divide the building into four compartments, each 250 feet long by 50 feet wide; total dimensions of the building, 250 feet by 200 feet. Light is admitted by windows in the side walls, but principally through glass in the roof. Each row of columns supports a line of shafting extending the entire length, from which the driving power is transmitted to all the machines in the building.

In each of the compartments is an overhead railway, supported by the columns and walls, on which carriages travel conveying weights to or from any position. The building is replete with the very best and most approved machinery and tools designed, and on the largest scale. There is also a second machine shop, two stories high, furnished with machinery and tools of the best description for fitting and finishing all detailed parts pertaining to steam machinery. So complete are the number and variety of machines in both these shops that the use of files becomes unnecessary, and they are never used in the construction or completion of heavy or light engines. In a similarly constructed building is the smithery, which is admirably arranged and supplied with all the latest and best appliances and conveniences. The foundry is of ancient date, and, in convenience, far behind many others in England, yet the large castings turned out from it are, in soundness, smoothness, and perfectness, superior to any that ever came under my notice. In fact, all work done in the establishment is of superior order.

The boiler manufactory at Deptford is laid out on a similar plan to the buildings at Greenwich; it is, very justly, considered to be the best private establishment of its kind in Great Britain. The arrangements are in all respects superior, and it is amply provided with mechanical facilities of the best class; among others are machines for planing the edges of boiler sheets and self-acting shearing and punching machines. As an exception to the rule in boiler-making, the edges of all boiler sheets are here planed prior to riveting.

The works of Mr. John Penn were originated in the early part of this century, and about the year 1830 the manufacture of the steam engine was commenced; but the establishment did not in any way distinguish itself until 1840, when the admiralty decided on using the screw as the propelling power for British ships of war. Designs were sought from engine makers, with a view to construct a direct-acting engine, capable of attaining the high speed required, all parts of which should be under the water-line.

Among others, Messrs. Penn & Son responded and presented the design of the trunk engine, which was approved, and engines in accordance with it ordered for the *Arrogant* and *Encounter*. Soon afterwards the line-of-battle ship *Agamemnon* was supplied with the same variety of engines, and up to the present time the trunk engines have been applied to no less than one hundred and thirty vessels in the royal navy, including the iron-cased frigates *Warrior*, *Black Prince*, *Resistance*, *Defence*, *Achilles*, *Minotaur*, and *Northumberland*, the two latter having cylinders 113 inches in diameter and 4 feet stroke, and are denominated 1,350 nominal horse-power.

These trunk engines are almost exclusively used for vessels of the Spanish and Italian navies, built in England.

The type of engine employed by Messrs. Penn & Son to operate the screw is inferior in design, especially as regards radiating surface; but they have been and are constructed in such a superior manner, both as regards material and workmanship, and so often duplicated, that the parts found troublesome have from time to time been so altered and improved as to remedy former evils.

There are many other establishments engaged in the manufacture of marine steam machinery, some of them prominent and important; but the purpose has been to notice only those works engaged in the manufacture of iron or steel, or the construction of machinery having the best existing facilities.

SHIPS OF THE BRITISH NAVY.

According to a recent parliamentary return the strength of the British navy, on the 1st of January, 1864, was 975 ships of all classes; of these 72 are line-of-battle ships, mounting from 74 to 121 guns; 42 ships mounting from 60 to 74 guns; 94 ships of tonnage nearly equal to line-of-battle ships, but mounting only from 22 to 46 guns; 25 are corvettes, mounting 21 guns; and 500 vessels of all classes, including iron-clads, mounting from four to twenty-one guns. Not included in the above list are 185 screw gunboats, mounting two guns each.

The navy list or register shows only a total of 550 vessels, and the discrepancy is not accounted for. All the above-mentioned vessels, except the iron-clads and a few others, mount very small guns and have low rate of speed, and a large number of them are dismantled and laid up in the steam reserve at the several dock-yards.

The following list, which in reality comprises the strength of the British navy at the present time, carry their batteries in broadside, with the exception of four cupola vessels and five vessels constructed on the plan of Mr. Reed, the chief constructor of the navy, to carry their batteries amidships. The cupola vessels are regarded as floating batteries; there are also a number of other floating batteries, some of which were constructed during the Crimean war :

List of the iron and wooden armored vessels in the British navy.

Name.	Tonnage.	Nominal horse-power.	Length, &c., between perpendiculars.		Extreme breadth.		Draught of water.		Number of guns.	Number of men.	If hulls are of iron or wood.	If completed or building.	Remarks.
			<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>					
Agincourt	6,621	1,350	400	0	59	3½	26	2	26	704	Iron	Building	Reed's batteries
Miotaur	6,621	1,350	400	0	59	3½	26	2	26	704	do	Completed	
Northumberland	6,621	1,350	400	0	59	3½	26	2	26	704	do	Building	
Achilles	6,079	1,250	380	0	58	3½	26	9½	20	704	do	Completed	
Black Prince	6,109	1,250	380	2	58	4	27	0	41	704	do	In commission	4 cupolas.
Warrior	6,109	1,250	380	2	58	4	26	5	40	704	do	do	
Bellerophon	4,246	1,000	280	2	56	5	25	2	14	600	do	Building	
Hector	4,089	800	280	0	56	3	25	2	24	600	do	In commission	
Valiant	4,063	800	280	0	56	3	25	2	24	600	do	Building	Reed's batteries.
Defence	3,720	600	280	0	54	2	25	6	16	455	do	In commission	
Resistance	3,710	600	280	0	54	1	25	6	16	455	do	do	
Prince Albert	2,529	500	240	0	54	0	26	7	5	600	Wood	Building	
Caledonia	4,125	1,000	273	0	53	2	26	7	35	600	do	do	4 cupolas.
Ocean	4,047	1,000	273	1	48	5	26	7	35	600	do	do	
Prince Consort	4,045	1,000	273	1	58	5	26	7	35	600	do	Building	
Royal Alfred	4,045	800	273	1	58	5	26	7	35	600	do	In commission	
Royal Oak	4,045	800	273	1	58	6	26	7	35	600	do	Building	Reed's batteries.
Lord Warden	4,067	1,000	273	1	58	6	26	7	24	24	do	do	
Lord Clyde	4,067	1,000	273	1	58	6	26	7	24	24	do	do	
Zealous	3,716	800	252	0	58	7	26	7	20	20	do	do	
Pallas	2,372	600	200	0	58	7	26	7	6	6	do	do	Reed's batteries.
Research	1,253	200	200	0	58	7	26	7	4	4	do	Completed	
Favorite	2,186	400	200	0	58	7	26	7	10	10	do	do	
Enterprise	993	160	160	0	58	7	26	7	4	4	do	In commission	
Royal Sovereign	3,963	800	240	7	62	0½	26	7	5	5	do	Laid up	4 cupolas. 2 cupolas.
Two iron rams *											Iron	Nearly completed.	

* Were built by Messrs. Laird Bros. for the rebels, and afterwards purchased by the admiralty.

Plans and drawings exemplify the form, construction, and general arrangements, but structural peculiarities and many details worthy of notice can only be understood by inspection.

My limited stay admitted but of one visit to each of the vessels named; therefore descriptions cannot be expected, but a few general remarks may not be uninteresting.

The ships of the *Minotaur* and *Achilles* class are remarkable for fine lines, strength of construction, excess of motive-power, excellence of mechanical execution in workmanship, completeness of arrangements for the convenience of the officers and crews, ventilation of each vessel throughout, and in outfits.

The materials used are, as a rule, of good quality, especially the armor plates, about which rigid inspection and great care are exercised.

The *Bellerophon* is being constructed with double bottoms, connected with water-tight internal walls, thus making a double ship from end to end. Throughout the central portion, in which the engines and boilers are placed, the inner and outer bottoms or hulls are from three to four feet apart, in order that there may be ample space for cleaning and painting; the space between the bottoms or hulls is divided into numerous water-tight compartments, and will consequently form a series of buoyant cells, any one or more of which may be injured without the sea being admitted into others. Beyond the central portion of the ship, the lower deck forms the interior bottom, and the space below it is made available for stowage, by means of water-tight bulkheads, rising above the water-lines.

In all the vessels, either of wood or iron, the beams are iron, with knees attached, each beam, with its knee, being a solid piece; the beams of the upper decks are covered with plate-iron, from $\frac{3}{8}$ to $\frac{3}{4}$ inch in thickness, riveted to them, and on that the wooden decks are laid. In two vessels only, viz: those built for the rebels, are the wooden decks covered with iron. The gun-ports are 42 inches deep by 24 inches wide outboard, with the same depth inboard, but of greater width. They are unprovided with port-shutters, except those necessary to prevent the sea from washing in during rough weather. The armor in the *Minotaur* class of vessels is $5\frac{1}{2}$ inches thick; the plates are 15 feet in length by 4 feet in width, neatly joined together; behind them is a wooden backing of teak nine inches thick, all secured to the hulls of the vessels with through-bolts having counter-sunk heads and double-lock nuts inside. The hollow masts of the iron vessels constitute ventilation-tubes of the best kind, and advantage is taken of them to discharge the foul air from below decks; there are also foul air discharge-pipes of large size, and inlet-pipes arranged to receive the supply of fresh air from the spar decks, introduced into each compartment and state-room. Water-pipes are conducted overhead, on either side of the lower decks, with fire-hose attachments. Telegraphs are introduced into all departments, including the magazines. The spar-decks of the largest vessels are provided with three bridges and two chart-houses each, and the fire-rooms of those last built have each a cupola for heating shot. The capstans are operated and the anchors hoisted by independent engines situated on the forward lower decks. The motive engines are of the types common to English frigates, viz: Penn's trunk, Mauldslay's back-action, or Humphrey and Tennant's direct-acting. The boilers are of the fire-tubular variety, of precisely the same kind used in all English war sea steamers, duplicates of which are provided and kept in store for every important ship in commission, so that when an old boiler is to be removed from a vessel a new one is ready to replace it. The principal objections to the largest ships are—the difficulty in manœuvring such immense bodies, the expense of keeping them in commission, and the great draught of water they require; the latter evil, one common to all British armored ships.

About the 1st of April, 1862, or soon after the naval battle at Hampton Roads, the admiralty directed work to cease on all vessels then under construction in the dock-yards; subsequently a few of them were selected for iron-clads and altered from the original models, rebuilt and cased with iron, and are now comprised in the list of sea-going armored vessels. Those considered unfit for conversion still remain on the stocks in the condition in which they were when work was suspended on them—some in frame, and some partially and some wholly planked; they are as follows:

At Portsmouth... Dryad, 51 gun screw frigate.
 Harlequin, 6 gun screw sloop.
At Devonport... Robust, 89 gun screw ship, 3,176 tons.
 Ister, 36 gun screw frigate.
 Bittern, 4 gun screw sloop.
At Chatham... Reindeer, 6 gun screw sloop, 950 tons.
 Myrmidon, 4 gun screw vessel, 695 tons.
 Belvidere, 51 gun screw frigate, 3,027 tons.
 Bulwark, 89 gun screw frigate, 3,716 tons.
 Menae, 21 gun screw corvette, 1,857 tons.
At Woolwich... Dartmouth, 36 gun screw frigate, 2,478 tons.
 Sylvia, screw vessel, 695 tons.
 and others at Pembroke.

THE IMPERIAL NAVY OF FRANCE.

Description.	Steam.	Sailing.
Ships-of-the-line	37	7
Frigates	60	24
Batteries	21	..
Corvettes and avisos	142	..
Gunboats	70	..
Screw transports	50	..
Corvettes, brigs, schooners, and transports	..	79
Total	<u>380</u>	<u>110</u>

Of the sailing vessels, only some of the smallest class are in service as war vessels; the ships-of-the-line are hulks or prison-ships, and the frigates are partly in the reserve and partly used as transports.

The following list will show the strength of the imperial navy in armored ships:

THE IRON-CLADS OF FRANCE.

Afloat.

Name.	Nominal horse-power.	Cost.
Magenta	1,000	12,000,000 francs.
Solferino	1,000	12,000,000 "
Couronne	900	7,000,000 "
Normandie	900	7,000,000 "
Invincible	900	7,000,000 "
Gloire	900	7,000,000 "
Provence	900	7,000,000 "
Heroine	900	7,000,000 "

NOTE.—Of the above, the Couronne and Heroine, only, have iron hulls.

Building.

Name.	Nominal horse-power.	Remarks.
Savoie.....	900	
Revanche.....	900	
Surveillante.....	900	
Flandre.....	900	
Guyenne.....	900	
Gauloise.....	900	
Valoreuse.....	900	
Magnanime.....	900	
Taurea.....	900	Cupola.
(Unnamed).....	900	"
Protectrice.....	150	Private yard.
Impregnable.....	150	"
Embuscade.....	150	"
Refuge.....	150	"
Arrogante.....	150	"
Implacable.....	150	"
Opiniatre.....	150	"

Five vessels building at Toulon, two at Bordeaux, and one at L'Orient.

NOTE.—Several of the above are since completed.

Reserve.

Name.	Nominal horse-power.	Remarks.
Tounante.....	225	At Toulon.
Devastation.....	225	"
Lave.....	225	"
Foudroyante.....	225	Cherbourg.
Congreve.....	225	Brest.
Saigon.....	300	Rocheport.
Palestro.....	300	"
Peiho.....	300	"
Paixhans.....	300	"

Summary.

Vessels afloat.....	8
Vessels building.....	25
Vessels in reserve.....	9
Total.....	42

CONCLUSION.

We have neither such dock-yards as are to be found in England or France, nor such a collection of iron ship building yards as there is in Great Britain; the combined capabilities of all the iron yards within our limits not being equal to the first of the great iron ship building yards on the river Thames. The materials, of superior variety, we have in abundance, the resources of the nation in iron and coal being unlimited; but a proper constructive yard capable of turning out iron ships of any class is wanting. Under existing circumstances the best of our private yards could not construct one such vessel as the British frigate Achilles within three or four years: several iron gunboats, which were contracted for more than two years ago, are not yet completed, and will not be for

some months. Truly, therefore, may it be said, the want of a proper constructive iron yard is a national misfortune.

For the location of such a yard we have advantages, in our great rivers, not possessed by any European nation. *In an entirely secure position, far from the sea, in fresh water, and within easy reach of iron and coal*, an iron yard may be erected. These advantages are weighty and cannot be overestimated: still we have another advantage, the rise and fall of our tides being comparatively so small, we do not necessarily require basin accommodations—the most expensive of European dock-yard constructions—all we need in this regard being a position affording ample wharfage room.

Location does not belong properly to the subject-matter of this report, but cannot be considered entirely foreign to it, because it is the first and most important consideration. Government officials in England and France were free in expressing their opinions to me, that since the invention of guns capable of propelling destructive projectiles several miles, and the construction of armored ships, an inland location for a great dock-yard becomes almost imperative.

The advantages of fresh water for iron vessels to lie in when repairing and fitting out is another point to be considered, for it must be remembered that the adhesion of barnacles, oysters, and mussels to the bottoms of iron vessels, whilst lying still in sea-water, is rapid and excessive; in fresh water the iron is entirely free from them.

In England, after an iron war vessel is prepared for sea it becomes a necessity to dock her previous to sailing, for which there is ample provision, each dock-yard having a number of stone dry docks, at present 32 in all, but will soon number 44, besides as many belonging to private yards. On the Mersey alone are 24 dry or graving docks, eight of which are each upwards of 400 feet long; seven, each 500 feet; and two, each 750 feet; the latter capable of taking in two vessels at a time.

At present we have three stone dry docks and three floating docks belonging to the navy. Location being decided on, the second subject for consideration is the plan, and the creation of the works the third. Here grave responsibilities have to be incurred: such an important subject, in the shape of construction, has never yet been presented for the consideration of the department.

Our present navy yards have become what they are by gradual process of accretion, partly of permanent and partly of make-shift additions; the latter forced by war, the former in the more orderly schemes of peace. The total expenditure has been large, but the results comparatively small. None of them are sufficient for present requirements, being of small dimensions, and not possessing facilities for rapid and economical construction or repair and equipment.

The navy yard at Philadelphia does not cover as much ground as the basin water area in any one of the principal European dock-yards: it has only two covered building-slips, with the necessary wood-work shops and storehouses, and is not provided with any stone docks or means of repairing steam machinery.

The New York yard, the most important, does not at present cover more than twelve acres; it is provided with one stone dry dock and two building-slips, with ship-houses over them; the necessary wood-work shops, including a saw-mill, improperly prepared for heavy work on the upper, and light work on the lower floor; a smithery, foundry, boiler shop and machine shop; all improperly located, inferiorly arranged, and not possessing facilities for conveying materials and finished work to the vessels at the wharves or from one to another.

The smithery was formerly always filled with smoke, and the machine shop building was, until I caused several internal alterations to be made, unfit for the purpose, and, after all, is but a make-shift. Our new navy yard should therefore be a magnificent establishment, with capacity commensurate with, and sufficient to meet the demands of, a great naval power. It should be a model in perfection of detail in all its branches and as a whole, and so substantial as to

endure for generations. In laying out the works, the judicious arrangement of the buildings, separately and collectively, the proper adaptation and distribution of machinery, tools, and appliances, and the conveniences within and without the docks, building-slips and buildings, will in a very large degree depend whether ships of war are to be built and equipped rapidly and economically, or slowly and extravagantly.

It is estimated by the British dock-yard engineers, that with the same number of men, and in a given time, 50 per cent. more work is accomplished by means of their improved facilities than was twelve years ago. The importance, therefore, of exercising great care in laying out and constructing the new works must be seen.

I am directed by the order to give "descriptions of the machinery, tools, and appliances necessary for such an establishment as our government would need." As before stated, my sojourn in Europe was entirely too limited to permit the making of minute examinations of machinery necessary for the various branches of such an establishment; furthermore, previous to this being done, the nature and extent of the works should be first decided upon, when drawings of the necessary machinery, with their descriptions, can be furnished. From the information secured the department will comprehend the extent and capacity of the English and French dock-yards and their facilities for executing work.

The mode adopted by the British admiralty for securing plans for their great Chatham factory works was as follows: An able dock-yard chief engineer was selected and ordered to examine all the important engine factories and iron works in Europe, after which to make the general plans; this being accomplished and the drawings submitted to the admiralty, a board of five competent engineers were ordered to examine and decide on their merits and alter or revise or make new plans. The board adopted the original plans with alterations, after which they were approved and the works commenced. As previously stated, these works are designed to excel in capacity and completeness all similar works in Europe or elsewhere. The plans are good, but not free from criticism. We can, doubtless, originate an establishment that will excel the Chatham works.

In the creation of plans a better course might be pursued, viz: a commission of competent officers intrusted with the work instead of confiding it to one; for, however well qualified one officer may be to plan and arrange a specialty, yet when many branches are to be provided, each requiring peculiar knowledge, attainable only by study and experience, all to harmonize, and the whole, when completed, be faultless, the experience and judgment of several is more than desirable.

The sea-going armored ships of the British navy, built and building, number twenty; of these ten are heavy iron vessels and ten wood cased with iron, besides one iron and one wooden cupola vessel.

In concluding, I beg leave to say, that my best thanks are due to Thomas H. Dudley, esq., United States consul at Liverpool; Hon. F. H. Morse, United States consul, London; Benjamin Moran, esq., secretary United States legation, London; John Bigelow, esq., United States consul, Paris; and especially to Monsieur Edouard Liais, vice-consul at Cherbourg, for kind attention and assistance.

I have the honor to be, sir, respectfully, your obedient servant,

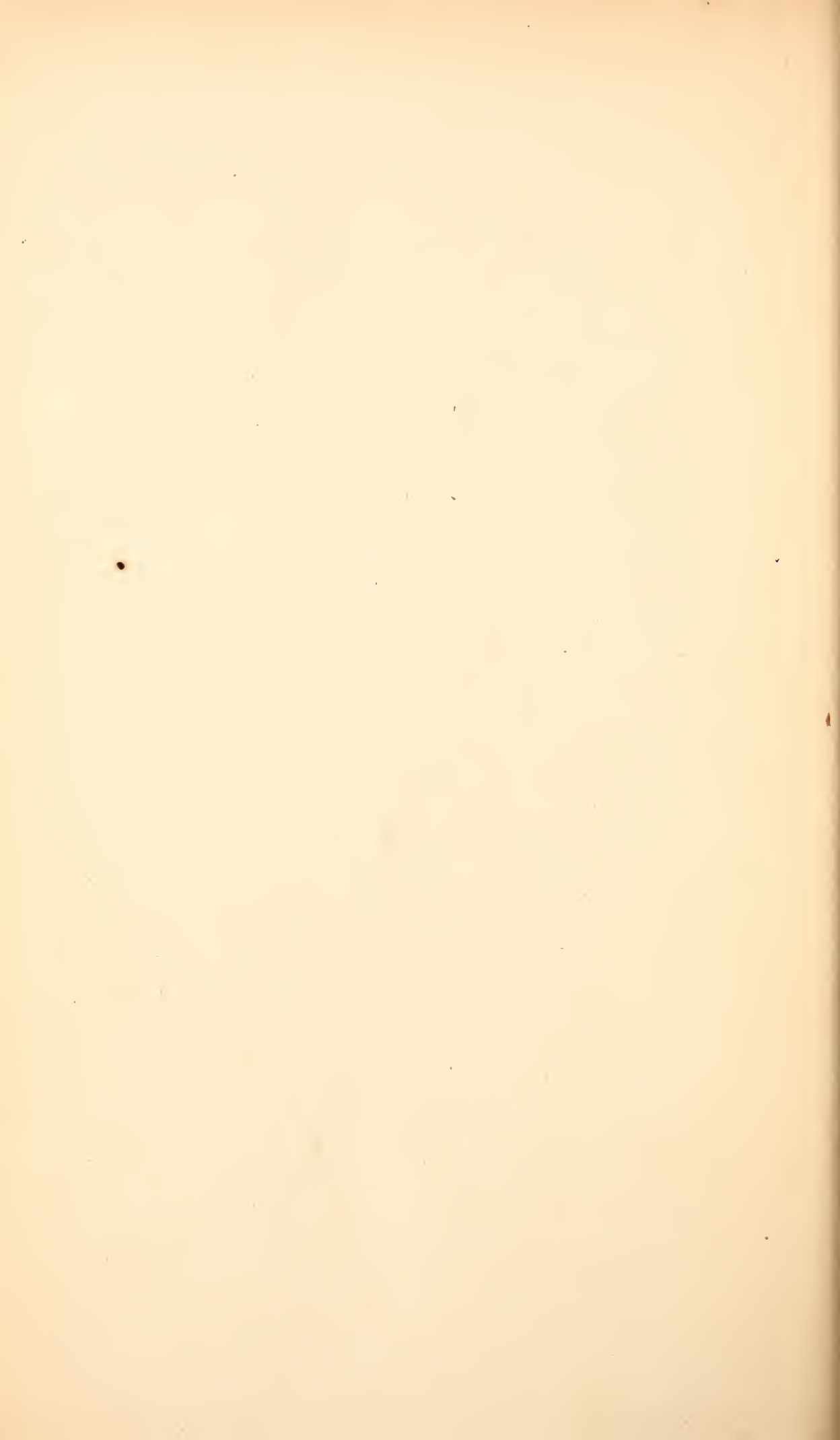
J. W. KING,

Chief Engineer United States Navy.

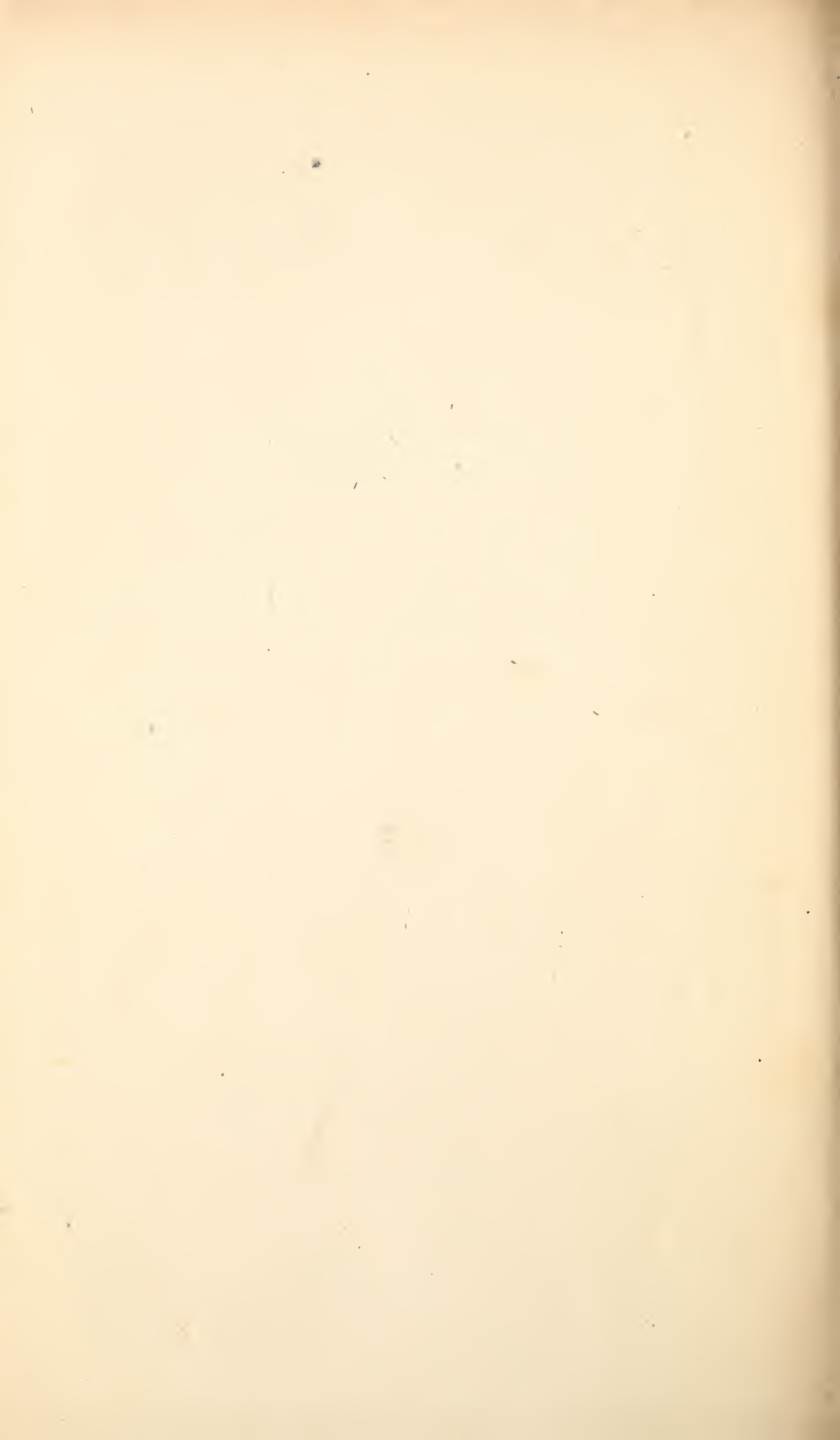
Hon. GIDEON WELLES,

Secretary of the Navy.









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